

STSG ANNUAL AWARDS FOR EXCELLENCE 2001

In the second year of the STSG Awards, Christine May, Leader of Fife Council, presented the three Awards for 2001 at the start of the STSG *SUPERFAST FERRY* Conference on 4 October. The judging panel comprised Bob Armstrong, FTA, Sam Milliken and Steve Lockley from the STSG Committee, Bill Ure, Scottish Consumer Council, and Andy Kerr MSP, Chair of the Transport and Environment Committee of the Scottish Parliament.



SPT Award



Safeway Award



City of Edinburgh Award

Christine May, Fife Council, presenting the 2001 Awards to Jim Grieve, City of Edinburgh Council, Donald Smith, SPT and Geoff Michie, Safeway

Photos : Derek Halden

PASSENGER AWARDS

The PASSENGER AWARDS went to the **City of Edinburgh Council** and **SPT**. Edinburgh's Award was for the *A90 Queue Relocation Bus Priority System* on the approach to Edinburgh from the Forth Bridge via Barnton. This scheme was seen as good use of technical innovation in creating bus priority and reducing journey times. The scheme is operating with proven success and complements the Ferrytoll bus park and ride facility to the north of the bridge. The scheme offered environmental benefits by attracting car drivers to use buses.

The SPT Award was for the *Project promoting Rail Travel to IBM Greenock*. While not necessarily unique, the judges felt that this scheme (reducing fares for workers at a major employment location already having its own rail halt) had been shown to achieve shifts from cars to public transport. The scheme also helped to produce more balanced flows of movement since it worked against the normal tidal commuter flow to and from Glasgow. The scale of the impact of the project convinced the judges that it merited the award. Parking pressures at the IBM plant on the outskirts of Greenock had been eased and the scheme demonstrated good collaboration between IBM and SPT, producing mutual benefits.

FREIGHT AWARD

Safeway gained the FREIGHT AWARD for its *Scottish Railfreight Strategy*. This scheme had demonstrated a Safeway commitment to rail for supermarket deliveries to the north of Scotland. It includes the use on rail of temperature controlled vehicles - essential for much supermarket produce - and the expansion of the service from Inverness/Moray Firth to Thurso, Wick and Kirkwall - served from a low-cost rail terminal at Georgemas in Caithness. It was noted by the judges that the company had committed to the project even though, compared to road use throughout from Bellshill in central Scotland, the scheme was at best cost neutral. The scheme was delivering measurable environmental and safety benefits. It had been aided by Freight Facility Grants from the Scottish Executive.

UK NATIONAL TRANSPORT AWARDS

At these Awards, presented in September, **Fife Council** was the only winner from Scotland. The Council award was for the *Ferrytoll Bus park and ride* north of the Forth Road Bridge as the best scheme in the park and ride category

Ensure you receive Scottish Transport Review regularly

One year's subscription to the quarterly Review costs £25 including postage (non UK residents £30). Alternatively, single copies can be purchased for £8. Best value is obtained by joining STSG. In addition to receiving the Review, members receive other STSG publications, such as the Annual Report and Research Review, and discounts at seminars and conferences. Individual annual membership of STSG costs £30. Prices for corporate membership vary from £60 to £500 accordingly to the type

of organisation. These rates include multiple copies of the Review.

For all subscription and membership enquiries contact **Brian Weddell**, STSG Organiser email brian@stsg.org, fax 0131 455 5141 or write to Brian at Redwood House, 66 Spylaw Road, Edinburgh EH10 5BR stating your name, address and organisation you represent (if any). Cheques should be payable to the Scottish Transport Studies Group.

Scottish transport review

ISSUE 15
AUTUMN 2001
ISSN 1462-8708

SPECIAL THEME:
Scottish Transport
Appraisal Guidance

STAG

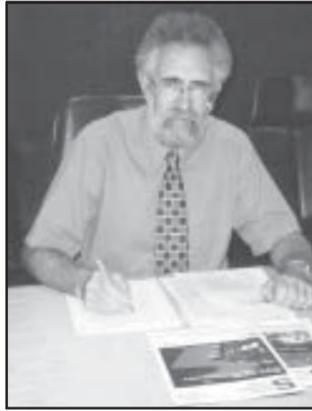


Scottish transport studies Group

Other Features:
Review of Strategic Planning
The Superfast Ferry Proposals
Access to Employment; Edinburgh Buses
Car Drivers' Personal Mileage and Vehicle Mileage

Free to all STSG Members
Details of Subscriptions and Membership appear on Rear Cover

Though there has been disappointment at the delayed delivery of the Scottish Transport Delivery Plan originally scheduled for October, there have been good reasons for delay. One has been the need to give attention to rail delivery. This has become a very prominent issue since the operating division of Railtrack was put into administration. This event, and the need for Scottish Executive directions and guidance to the SRA, has raised important structural issues. A second reason for delay has been the need to match the Delivery Plan with the principles outlined in the new Scottish Transport Appraisal Guidance (STAG). A third and final reason has been the realisation of the dramatic changes in the pattern of movement which have taken place in the 1990s and the requirement to relate these to future forecasts in a policy context (see pages 19, 20 & 22).



Yet there is undoubtedly an impatience for improved delivery and certainly puzzlement about why the *SUPERFAST* ferry proposal (involving substantial private investment) has taken so long to clear the final political hurdles. The proposal seems fully in line with STAG yet, at the time of writing, there is now serious concern about the ability of terminal adjustments at Rosyth to be completed in time for a service to start by June next year.

Tom Hart (Editor)

Published by:
STSG, Redwood House, 66 Spylaw Road,
Edinburgh, EH10 5BR
mail@stsg.org, www.stsg.org

With Sponsorship from
Scottish Airports
FirstGroup
Railtrack
Scottish Enterprise
Highlands and Islands Enterprise
and support from
TRI Napier University
The Robert Gordon University
Heriot Watt University

Cover Photo courtesy of Scottish Executive

Editorial Board

Tom Hart(Editor), Derek Halden(Deputy Editor), Carol Gilbert, Stephen Lockley, Ron McQuaid, Roy Pedersen, and Brian Weddell

The Scottish Transport Studies Group (STSG)

STSG was formed in 1984 and now has corporate and individual members from transport operators, industry, national government, local government, universities, and consultants. The aims of STSG are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy: to encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research".



Contents	Page
News Brief	3
News Digest	4 to 8
Transport Policy	
Services	
Infrastructure	
Property and Land Uses	
Features	9 to 18
Review of Strategic Planning, <i>G. U'ren</i>	
Access to Employment, <i>Prof. R. McQuaid</i>	
Edinburgh Buses : Present & Future	
<i>SUPERFAST</i> Ferry Conference	
SHS Results: Annual Car Mileage	
Research and Statistics	19 to 20
Business and Personnel	21
Publications	22
Recent and Coming Events	23
STSG Annual Awards for Excellence	Outside
	Rear
How to Get Your Copy of STR	Cover

Contributions to the next issue of the review should be sent to the Editor at Redwood House (mail@stsg.org) by **18th January 2002**

Recent Events

22 August *Scottish Executive Seminar on Scottish Transport Strategies and the Delivery Plan.* Scottish Executive, Steer Davies Gleave and W S Atkins speakers provided information emerging from demand forecasts and reviews of local and regional transport strategies. Reference was made to 'no clear vision in the west of Scotland' and there was a need for regional partnerships to deliver on 'step change projects'. Partnerships were invited to make more 'preparation bids' to the Public Transport Fund. Only one had been received (see also p5 and LTT 6 Sept)

29 August *STSG Seminar on the Central Scotland Transport Corridor Studies* Alan Clark, Scottish Executive, Denvil Coombe (for MVA), Malcolm Reed, SPT and Phil Noble, City of Edinburgh Council gave presentations on the current position. There was some concern that study methods were not reflecting recent changes of trend relating to road movement and public transport but the scope for modal shift is to receive more attention in the next stage of the studies. Localised traffic growth on most of the A8/M8 and A80/M80 corridors has remained strong in the past decade (see also p22)

17-21 September *International Velo-City Conference in Edinburgh and Glasgow* - included indoor and outdoor events. Sarah Boyack restated aim of doubling Scottish cycling between 1997 and 2002 and doubling it again by 2012

26 September *ILT Annual Scottish Conference and Exhibition*, Inchyra Hotel, Falkirk. Themes included e-Commerce, Delivering Quality Service, Investing in Scotland's Future and the Challenge of Maintaining Scotland's Trunk Roads

4 October *STSG Conference on SUPERFAST Ferry to Continental Europe* (see p14-16)

10 October *STSG/SFTE Seminar on STAG* (see p10-11)

16 October *Transport Priorities for Labour's Second Term*, London A Waterfront conference - included speech by Sarah Boyack, Minister for Transport and Planning, referring to new opportunities for transport organisation in Scotland in the aftermath of Railtrack being put into administration

26 October *SESTRAN Regional Transport Strategy Conference*, City Chambers, Edinburgh This well-attended conference gave an opportunity to explain and justify the £1 billion SESTRAN programme for the area from Fife through Edinburgh and the Lothians to the Scottish Borders. Speakers included Sarah Boyack, Keith Rimmer, Peter Fuller, Barry Cross and David Jarman on elements of the strategy. After lunch, Bill Tyson spoke on Manchester's Transport Initiative creating and expanding the Metrotram system. Alex Macaulay and Andrew Russell dealt with financial mechanisms to lever increased tram and rail investment in and around Edinburgh.

Though a strong emphasis was laid on the economic development and regeneration advantage of light rail and heavy rail (with major investments in Edinburgh), it was also argued that light rail or shared running could have extended benefits running into Fife, to Livingston and to areas such as Penicuik and along the coast from Musselburgh. Prominence was also given to the Border rail project and major improvement of the route via Livingston and Shotts to Lanarkshire and Glasgow. David Jarman outlined the potential for bus elements in the regional transport strategy, including guaranteed paths on the M8 for buses which could then penetrate important job locations and other activities outside of central Edinburgh (and also in Lanarkshire). Plans include a quality bus route, with three access points, on Livingston's north/south spine road.

Alex Macaulay dealt with the assembly of elements in a financial package which was realistic while also commanding public support. Direct funding from the Scottish Executive is being sought for around 25% of total programme costs but the remainder would come from congestion pricing in Edinburgh and the private sector, administered via ENTICO (see p21) with well-controlled levels of borrowing related to net income flows from road pricing. Detailed consultation on pricing is about to start with options including one cordon around central Edinburgh or two cordons including a ring immediately within the City Bypass.

6 November *FTA Transport Manager Seminar* in Hilton Dunblane Hydo dealt with current management issues and training - see www.fta.co.uk/transportmanager2001/index.htm

12 November *Scottish Rail Summit*, Edinburgh, organised by Rail Passengers' Committee Scotland and Rail Passenger Council - contained further expressions of view on rail organisation in Scotland

16 November *RTPI Annual Scottish Conference* in South Lanarkshire Council Chambers, Hamilton. Theme was *Breaking Boundaries*, exploring ways in which planning extends beyond land use and involves other agencies in spatial planning and relationships with the community and private sector.

Coming Events

20 November ILT talk on the *Aberdeen Metro Bus Service*, Speaker : George Mair, Aberdeen, Managing Director, First Aberdeen First Aberdeen Training Room 17.30 for 18.00 hrs

26-28 November *Health Effects of Vehicle Emissions*, PennWell, Hilton Birmingham Metropole - contact 01628 810562 e-mail francesw@pennwell.com

29 November *Managing the Kerbside* - conference on parking management issues in commercial centres, Hamilton House, London - Landor Conferences - contact 020 7582 0128

3 December STSG Seminar on *Green Travel Plans*, speakers Tom Rye, Napier University and joint presentation by Carol Gilbert & Heather McInroy, BAA, Scottish Enterprise, 150 Broomielaw, Glasgow, 12-30 to 15.30 £40 including buffet lunch (£20 for STSG members) - bookings to Brian Weddell, STSG Organiser 0790 973 5224 Fax 0131 455 5141

3 December *What future for Britain's RAILWAYS?* SRA Strategic Plan and Structural Change, Millennium Gloucester Hotel, London - conference organised by Centre for Transport Policy RGU - contact 01224 263134

4 December ILT talk on *The Transport Act*, Speaker: Alex Macaulay, Head of Special Projects, City of Edinburgh Council, The Tower Block, Dundee University 17.30 for 18.00 hrs

11-13 December *Community Transport Event 2001*, G-MEX, Manchester - organised by Community Transport Association (CTA) Halton St. HYDE, Cheshire SK14 2NY 0161 351 1475 e-mail Event@CommunityTransport.com www.CommunityTransport.com

18 December ILT talk *A Traffic Commissioner's View* Speaker: Mike Betts, Traffic Commissioner for Scottish Area, City Chambers, Edinburgh 17.30 for 18.00 hrs.

Recent Publications

NATIONAL & EU POLICY

White Paper on Common Transport Policy : Policy Guidelines, EC, July
White Paper : European Transport Policy for 2010 – time to decide EC
Brussels 12/09/2001 COM(2001) 370

Surface Transport Costs and Charges : Great Britain 1998, Research Report
to DETR by ITS Leeds University and AEA Technology Environment, £30, -
concludes that economic and social efficiency can be improved by moving
to marginal cost pricing though more research is needed

Working Time and the Road Transport Industry, FTA members' briefing note
Annual Report 2000/01, CfIT – records concern at slow pace of transport
plan delivery, CfIT is looking at how regional structures could improve delivery
and is also giving priority to study of issues affecting the aviation sector
*Delivering Congestion Charging in the UK – What Is Required For It's
Successful Introduction?*, Prof.David Begg & Dr David Gray, Policy Paper 4,
Centre for Transport Policy, The Robert Gordon University, £20 calls for
stronger government lead to speed up the introduction of congestion charging
to meet Ten Year Plan objectives and avoid a worsening of congestion
Interrogating the 10 Year Transport Plan, Iain Docherty, Univ. of Glasgow,
AREA Vol 33 No 3, Sept.

SCOTTISH POLICY

*After Railtrack : SPRINT – The Case for a Scottish Public Rail Investment
Trust*, Dr Iain Docherty, Univ. of Glasgow, Dr Jon Shaw, Univ. of Aberdeen,
Andrew Wilson MSP – Shadow Minister for the Economy and Transport
Planning Advice Note(PAN) 62 *Radio Telecommunications*, Scottish
Executive:Development Dept.

CONSULTATION

Draft Scottish Statutory Instrument and Background Paper on *Forth Estu-
ary Transportation Authority*, Scottish Executive – contact Andrew Watson
0131 244 7057

Consultation Paper on *Enforcement of Vehicle Emissions Standards by Lo-
cal Authorities to help to improve Air Quality*, Scottish Executive – contact
Andrew Taylor 0131 244 7813

Consultation on *Removing the Special Protection of Prime Quality Agricul-
tural Land from Development* Scottish Executive – contact Tony Cruikshank
0131 244 7066

South Ayrshire Cycle Routes, leaflet on draft proposals for cycle routes in
South Ayrshire Towns, South Ayrshire Council

RESEARCH & INFORMATION

Ladbroke Grove Rail Inquiry – Part 2 Report, HSE books £20

Door-to-door Public Transport : A Literature Review, by Prof Kerry Hamilton
and Kate Bainbridge for Transport 2000, £10 Transport 2000

Tourism without Traffic – A Good Practice Guide, prepared by Transport
2000 Trust with support from DTLR and English Tourism Council, £20 (with
discounts for bulk orders) 020 7613 0743

Annual Report And Research Review, STSG, £10

Scottish Transport Statistics, Vol 20, 2001,£10 HMSO

Evaluation of the Rural Transport Fund, study by Steer Davies Gleave for
Scottish Executive, £5 HMSO

Monitoring and Evaluation of the Edinburgh Car Club, Scottish Executive,
HMSO £5

TERM : Indicators tracking transport and environmental integration in EU,
European Environment Agency – seeks more action to incorporate external
costs in transport pricing

*Reality Check – A Review of Scottish Executive Activity on Sustainable
Development*, Tim Birley for WWF Scotland www.wwf.org.uk/news/scotland
Comparative Study of Energy Efficiency of Rail and Short-haul Air Travel,
AEA/CAARReport to CfIT

Aviation's Economic Downside, John Whitelegg for Green Party - argues
that the present aviation sector is unsustainable and supported by favour-
able tax policies and both concealed and direct subsidy

Energy for Tomorrow – Powering the 21st century, Foresight, Energy Fu-
tures Task Force, DTI www.foresight.gov.uk

OTHER

*Beeching in Reverse: The Case for a Programme of Line and Station
Reopenings*, Paul Salvesson, Transport Research and Information Network
(TR&IN), Brian Jackson Centre, New North Road, HUDDERSFIELD HD1
5JP – includes suggestions for new and reopened rail routes by UK region.
Streets are for Living, Pedestrians Association [www.livingstreets.org.uk/
fullreport.htm](http://www.livingstreets.org.uk/fullreport.htm)

Edinburgh Cycle Map, SPOKES, 6th edition – published in association with
the Velo-City Conference in Edinburgh/Glasgow

LTT feature articles:-

- *Travel Plans move into the Mainstream*, 26 July
- *Local Authorities explore delivery of Rail Improvement* 6 Sept.
- *Can transport infrastructure funding ride on the back of land value gains?*
20 September

MOVEMENT FORECASTS
and MULTI-MODAL STUDIES

The MVA Central Scotland Transport Corridor Study is now moving
into its final stage of evaluating particular corridor strategies after
consideration of Background Scenarios. The Study Report is due
by April 2002 and now seems more likely to focus on policies and
actions related to the particular zones from Glasgow to
Cumbernauld(A8/M80/M73), between Baillieston and
Newhouse(A8) and across south Glasgow (urban M74). West of
Scotland road traffic growth in these immediate areas has been
significantly above the nil overall growth in Scottish road traffic
since 1995. This reflects land use/car ownership changes in the
area and the difficulties of present public transport in coping with
diversified trip growth in suburban Glasgow, Lanarkshire and West
Lothian. However, **TRANSform Scotland**, as a member of the
Study Steering Group, has raised three issues relating to the
methodology of the study which are being investigated. These
concern possible weaknesses in the model and background
scenario and are:-

- 1) a concern that the assumptions and methods in the model lead to
over-estimation of road traffic growth and under-estimation of
public transport under unchanged policies (the high road growth
and public transport stability for 2000-05 projected in the model
seems out of line with a significant relative shift from roads to
public transport – notably rail – in the west of Scotland between
1995 and 2000)
- 2) a concern that the model does not reflect other observations of a
weakening link between road vehicle mile growth and economic
growth (this argument may also be applicable to the Steer Davies
Gleave studies but firm views must await publication)
- 3) a concern that existing traffic levels and forecasts do not reflect
optimum prices (understating road charges and including
excessive public transport fares, especially for peak travel)

On the present Background Scenarios, MVA has projected average
growth around 30% in road vehicle miles on the major routes under
study in the next five years with growth possibly reaching 60% by
2020 (using base economic and land use assumptions in the GCV
Structure Plan). Such growth involves a large rise in congestion
under a 'Do Minimum' scenario assuming no significant road
investment apart from the urban M74 between 2005 and 2010.
The next stage of the Study will assess the extent to which total
vehicle miles can be reduced below initial projections, and public
transport/car sharing increased, under differing specifications for
policy and infrastructure change.

At the UK level, DTLR is working on ways of improving strategic
models for movement by developing stronger rail and freight
elements. New types of commercial modelling such as TUBA
(Transport User Benefit Analysis) are being investigated. However,
DTLR has challenged the view that small time-savings have been
overvalued in previous research (LTT 9Aug &20Sept)

Sustainable Transport

Given the importance of sustainable
development principles underlying the
economic, social and environmental
agendas for Scotland, Tim Birley's critique
for WWF "Reality Check" comes at a crucial
time. The critique highlights that in politics
nothing succeeds like success and that doing
things sustainably must become an easier
option. Integrated transport has not failed
because people do not want it but because
it has been too difficult to deliver and
administer.

The transport minister has a unequal task
in promoting roads and transport. She can
authorise the road project, she controls the
budget, decides the priorities, can instruct
that it be done and receive the credit. In
contrast support for rail requires relevant
local authorities to make a proposal,
negotiate with ScotRail, Railtrack, and the
Strategic Rail Authority, then make a bid in
competition with other authorities but without
a national spatial framework as a yardstick
for potent success. Even if the minister
approves funding, delivery depends on
partnership, and the credit needs to be
shared.

Tim Birley notes an extraordinary level of
consensus from people outside Government
and with officials within the Scottish
Executive. They note that change will only
be achieved with greater political will, new
institutional structures and changes in civil
service structures particularly
departmentalism.

Heed should therefore be taken of his
recommendation for a review of delivery
mechanisms in key policy areas, particularly
transport. This review needs to go beyond
"is it theoretically possible to deliver
integrated transport" and identify what
additional legislation, regulations,
institutional arrangements and resources
are needed to secure change.

Website

The STSG website now includes a
feedback page. Please let us have your
comments on Scottish Transport
Review. STSG aims to facilitate
discussion on any transport issue so
please let us know of issues you
consider important by e-mailing
mail@stsg.org.

Guide to Abbreviations

DTLR	Department of Transport, Local Government and Regions
EN	Evening News
ET	Evening times
H	Herald
LTT	Local Transport Today
P & J	Press and Journal
S	Scotsman
BusAM	Business AM

News Brief

Transport within a National
Spatial Framework

There has clearly been reluctance within the
Scottish Executive to consider a national
spatial plan. Scotland is the last of the
devolved administrations to set out the
strategic future for "Scotland the Place". The
current consultation on the scope and
content of a national framework carefully
avoids the national spatial planning
terminology used in Wales, Northern Ireland
and on the continent. From the transport
perspective the most challenging aspect of
this new framework is that it will place a
stronger obligation on government
departments and agencies for joined up
working. To date cross cutting action has
been much more successful for the social
justice and economic development agendas
than it has for planning and transport. A high
priority is to strengthen settlement policy to
stop dispersal generating demand for more
travel.

New Transport Initiative

The SESTRAN Regional Transport Strategy
Conference in October demonstrated that
there is no lack of vision with a £1 billion
programme of transport improvements for
the area being discussed covering the area
from Fife to the Scottish Borders.
Edinburgh's New Transport Initiative is now
reaching a crucial phase to turn the outline
planning into the practical funding, design
and statutory orders needed for delivery.

Nobody should underestimate the difficulties
but for the first time in many years the
opportunity to deliver a transport system for
East Central Scotland which is competitive
with the best in Europe is now within reach.
However there is huge public
misunderstanding and mistrust based on
previous delivery failures. The news in
October of funding from the national public
transport fund for a guided busway in west
Edinburgh is therefore hugely welcome.
Early delivery of a flagship scheme is
needed to boost public confidence in, and
appreciation of, public transport. If the
busway can be opened on schedule in
2003, this will provide a major boost to the
NTI at a critical time in its development.

Keep the Ferry on Time

At the STSG conference on 4 October there
was considerable anticipation and an air of
congratulation at having got this far towards
delivering the Rosyth to Zeebrugge ferry
from next spring. The anticipated Scottish
Executive announcement of the final gap
funding for the port facilities was considered
to be imminent. Problems are inevitable in
major project delivery. However, as time
passes without an announcement concern
is growing. It is hoped that the urgency of
action by Scottish Executive ministers and
officials will prove to be sufficient to keep all
parties on board. (*Late News : A Freight
Facility Grant has now been announced but
still awaits clearance from EC.*)

Competition and Integration

National bus policy seeks to ensure that the
benefits of competition between bus
companies yields efficiency gains for
passengers. There is always a tension
between this and integrated transport aims
for closer co-ordination of services.

If bus quality partnerships are to be successful
in resolving these tensions then some effective
partnerships need to be seen to be working.
Progress towards workable partnerships is far
too slow and action is needed from Councils
and bus companies to accelerate progress,
supported by the Scottish Executive. Without
this the case for more rigorous regulation
through bus quality contracts will be
unanswerable.

Scottish Transport
Delivery Plan

In the last issue of Scottish Transport Review
concern was expressed that the timescale
for the preparation of the national transport
delivery plan was too short to allow the
implications of the new Scottish Transport
Appraisal Guidance to be assessed. It
appears that the Scottish Executive read
STR since they are now citing the
implications of STAG as one of the reasons
for delaying the delivery plan.

STR did not however predict the fall of
Railtrack in the last issue and it is clearly
important that the Executive sets out its rail
vision in the light of new emerging
accountabilities within the industry.

It is hoped that the delay will be worthwhile
to ensure that the delivery plan does provide
a clear national context within which local
transport schemes can be set.

Personnel

Reflecting the shift away from large-scale inward investment projects, Scottish Enterprise has combined Locate in Scotland and Scottish Trade International as **Scottish Development International**. The new body will promote Scotland as an ideal place for creating highly-skilled jobs. **Scottish Enterprise** has moved from Bothwell St to new headquarters at 150 Broomielaw, GLASGOW G2 8LU 0141 248 2700 Fax 0141 221 3217 **Nicola Munro**, moving from the Environment & Rural Affairs Dept, is the new Head of the **Scottish Executive: Development Dept.** – replacing the retired Kenneth Mackenzie

Newly appointed Railtrack Chairman, **John Robinson**, ditched Operations Director **Johnson Cox** in August but himself declined in September to continue as Chairman of a not-for-profit Railtrack Trust. Chief Executive **Steve Marshall** is continuing in post but only for the next six months. **Sir Alastair Morton** is to step down as SRA Chairman on 14 December. **Richard Bowker**, Co-Chairman of Virgin Rail, is to be the new SRA Chairman.

Anne Angus has replaced Ann Edgar as **GNER** Service Delivery Manager in Scotland. **EWS** has appointed **Andrew Martin** as Market Manager Scotland for coal and **Alistair Knox** has been promoted to Deputy Regional Manager Scotland. **James Undy** is the new SRA Liaison Manager for Scotland. **Iain Duffin** of packaging group Macfarlane, has joined **Stagecoach** as a non-executive director.

Scottish Homes became **Communities Scotland** from 1 November, reflecting the Scottish Executive's wish to give it a wider remit aimed at community regeneration and social inclusion. Address remains 91 Haymarket Terr, EDINBURGH EH12 5HE 0131 479 5174

Murray Tosh MSP and Conservative spokesman on transport and planning has announced that he will stand down at the 2003 election.

SAPT has moved from 5 St Vincent Place in Glasgow to 11 Queens Crescent, GLASGOW G4 2AS

Sarah Boyack has called for applications for members of the new **Mobility and Accessibility Committee for Scotland (MACS)** which will be launched in 2002

Tom Matthew is the new Transport Policy Manager at HIE, replacing **Roy Pedersen** who has retired. Tom formerly worked for the Ekos Economic Consultancy.

In management changes at Aberdeen Council, **Peter Cockhead**, Director of Planning and Strategic Development, has lost out to **Donald Murray**, present Director of Environment, in gaining the new post of Director of City Development. The new structure will apply from early 2002. **Bob McLellan**, Director of Roads, **Angus Council**, has moved to be Head of Transportation for **Fife Council**.

John Halliday has moved from Kent Council to be Head of Transport Planning and Integration at **SPT**. **Jimmy Knapp**, the Kilmarnock born General Secretary of **RMT** has died.

Steve Stradling has been promoted to be Professor of Transport Psychology at TRI Napier University but **Julian Hine** has moved from TRI to be Professor of Transport at the University of Ulster. **Bill Nisen**, co-founder of San Francisco-based South Fork International is heading the new **E-Institute** formed by Glasgow and Strathclyde Universities to develop new businesses and survival rates in the 'new economy'

Replacing Chris Nash, **Tony May** is to be Director of the Institute of Transport Studies(ITS) at Leeds University for the next three years.

Neil Cree and **Graeme Johnstone** (ex Scottish Borders Council) have joined the **W S Atkins** office in Edinburgh

Business

Traditional airlines have reported a record collapse in profits and cut staff and services. **BA** has resumed discussion on a merger with **KLM** and other mergers are probable. Newcastle-based **Gill Airways**, flying between Aberdeen, Newcastle and Norwich has been put into liquidation by the Bank of Scotland. However low-cost **Ryanair** and **easyJet** increased passengers to 1.02 million and 0.7 million in August, respective increases of 35% and 24% on the previous August. Passengers have held up well since September. Industry observers see **Ryanair** are more subject to recessionary pressures than **easyJet** and wonder how long **Michael O'Leary**, **Ryanair's** Chief Executive, can sacrifice margins in pursuit of rapid volume gain (H6Sept). **Brian Souter** has become Chairman of **Scot Airways**.

P&O passengers and profits have fallen due to the foot and mouth outbreak deterring tourists from the continent. **Clydeport** has revealed a 40% rise in pre-tax profits, helped by dramatically improved performance at the Hunterston coal terminal. Cruise liners calling at Greenock are expected to reach 33 this year and the company had gained outline planning permission for the Glasgow Harbour redevelopment project. **Forth Ports** has increased half-year profits by 7% to £13.9 mil. Rosyth should be boosted by the planned Zeebrugge service while containers handled at Grangemouth were up 22% on the year. Timber and steel traffics have risen. The ports at Ayr and Troon have been star performers in **ABP** volumes. Their use is up 32% but other UK and US ports in the group have had poorer results.

The operating division of **Railtrack** has been put into administration by the government but the Railtrack Holding Company, with property and enhancement divisions – including interests in the Channel Tunnel link - continues to function. The administrators of the operational business have made arrangements to keep going the core maintenance and signalling activities. Railtrack may be sold to outside bidders.

National Express reports weakening profits. **ScotRail** has been hit by operational difficulties and weakness in the leisure market. **Gatwick Express** is being hit by reductions in air travel. Bus operations, including **Travel Dundee**, have been marking time though US school buses are turning in profits. Due to the combination of market weakness and the annual drop in the franchise payment made to **ScotRail**, this service will be loss-making in 2001 despite a rise in profits from £1.2 mil in 1999 to £3.4 mil in 2000. **Stagecoach** has suffered a 5% fall in share prices due to fears of the impact of terrorism on Coach USA use.

Sainsbury has introduced **Isotrack** fleet management technology at its **East Kilbride** site. This technology is to play a key role in developing the company's supply chain. **Isotrack** helps drivers to hit delivery windows more consistently, improves customer service and cuts delays at the delivery site. The system has also increased backhauls, in place of empty running (Freight, July)

Consignia (formerly the Post Office) is to shed 15,000 jobs – 1300 in Scotland. **Hays**, the specialist document delivery firms, has won the right to deliver early morning business mail in **Edinburgh** following business concerns at the **Consignia** quality of service for the city. Fife firm **Cyberline** has developed a new breed of public access machine, claimed to be so easy to use that 'a granny will be able to pick up her pension from one of the terminals' (H22Oct) Another Fife-based firm, **McKinnon & Clarke** has joined forces with the **TMG Group** to offer a comprehensive telecoms package to clients around the world.

Edinburgh City Council is to set up an arm's length transport company, **Edinburgh New Transport Initiative Company – ENTICO**, to deliver light rail and other transport improvements over the next 20 years. The company will be chaired by a private sector member and 4 of the 7 board members will come from the private sector. ENTICO will work to an annual business plan set by the Council but will have free rein to select methods of finance for a **£1 billion transport improvement programme**. Income from **congestion pricing** will be an essential item in this programme and detailed consultation on road pricing proposals will begin early in 2002.

Dart operating buses in Glasgow and Renfrewshire has gone into liquidation. Most routes are now being operated by **First Glasgow**.

Transport Policy Update

The Collapse of Railtrack

situation while **Begg** has been more supportive of stronger – but also well-defined – public involvement in association with the application of direct road pricing with more decisions made at regional level.

Public spending rules mean that any return to public ownership is unlikely to gain Treasury acceptance. Proposals for a Rail 'not-for-profit' Trust, or Trusts, limited by shareholder guarantee, could allow "Newtrack" to borrow without this counting as public expenditure. This could mean high borrowing costs unless road pricing became more extensive or some form of state guarantee was introduced - in which case the risk transfer to government leads to such borrowing being treated as public borrowing.

There seems to be no way of avoiding a rail investment paralysis without some direct increase in public spending to deliver projects and build future confidence in a stable framework for transport funding, pricing, taxation and decision-taking. Once this has been done - and it could take at least two years – there are prospects for effective use of public/ private partnerships for a limited range of major infrastructure projects and a relatively small number of passenger operating franchises over longer periods (see *STR Issue 14, p 4&6*). Competing consortia for such projects could replace the problems arising from a Railtrack monopoly. But there will also have to be an answer to the question whether borrowing by a Transport Trust with direct sources of income will be treated as public borrowing or placed in a different category. The political wind now seems to be favouring the Trust or direct public ownership approach for most road and rail track (and possibly also for certain airports and ferry terminals) but a bumpy ride and procrastination could delay transport initiatives. For example, there are confusing messages from the UK Government on whether it will go down the 'Trust' Route or remain open to offers from private (including foreign) companies. For reasons explained under **Scottish Policy**, however, present circumstances may work to the advantage of Scottish transport (see extensive press comments from mid September)

Resignation of First Minister

The sudden resignation of **Henry McLeish** as First Minister may lead to further delays in the Scottish Transport delivery Plan. The new First Minister will wish to review overall priorities and the composition of the Scottish Cabinet.

Frustrated with an apparent black hole of demands for Railtrack funding and repeated failures of delivery, DTLR Secretary **Stephen Byers** put the operating division of Railtrack into administration on 13 September. He has since faced strong criticism on both the legal front from disgruntled Railtrack shareholders and on the economic and political front regarding the vagueness of plans for 'Newtrack'. Shareholders are now expected to receive more than **Stephen Byers** originally intended. There is a risk that the ambitious **Ten Year Plan** for rail expansion announced last year could go even further off-track with contraction in private investment and a Treasury reluctance to go very far in meeting the shortfall. Private sector confidence in all public/private sector partnerships has been weakened so this issue could affect other transport projects.

There has been speculation that rail re-structure could include a merger of the Strategic Rail Authority(SRA) and the Office for Rail Regulation(ORR) as an aid to better delivery of rail objectives. However, the Cullen Report on Rail Safety may have the effect of shifting available funding and skills from expansion of rail capacity and quality to what could be a misjudged and expensive programme to enhance levels of rail safety already well ahead of road safety. Structural change is likely to be more important for rail safety than a 'blank cheque' approach. (G30Aug)

Professors Glaister and **Begg** have differed on the reasons for rail failures. **Glaister** blames ill-specified privatisation - not the principle - and government interference for the present rail

EU Policy

The EU has followed up the July Policy Guidelines for revisions in the Common Transport Policy with a **Transport White Paper** in September. Proposals again stress rail revitalisation and outline plans for fundamental reforms in transport infrastructure pricing to reflect actual costs. This could involve substantial price rises on certain roads and railways at the point and time of use but other taxes could fall. Objectives include Fuel Tax harmonisation. Pricing changes echo those in the UK report on *Surface Costs and Charges* but it could still be at least five years before significant changes are applied. FTA has welcomed a proposed Directive on *Market Access to Port Services* and feels that UK ports have little to fear from increased competition. Suggestions to improve the directive have been made. Details of changes in rules for **drivers' hours** have been published with tighter daily and weekly rest requirements. FTA's main concern is the need for a 10 hour rather than 8 hour maximum for night work and for changes in the definition of night work which could affect 'early starters'.

EU pressure for tighter, and enforced, 'state-aid' rules to reduce distortions of competition has been increasing. Influenced by the views of consumer

bodies and unsubsidised, low-cost airlines, only limited assistance to state airlines and other traditional carriers is likely to be approved in the post-September situation. Mergers are expected to accelerate but not to the extent of eliminating competition. However, traditional carriers have been allowed to retain unused slots at busy airports pending clarification of air traffic levels and requirements during 2002.

Major lobbying has developed to amend EU proposals which could force the **privatisation** of underground and metro rail operations – including the Glasgow Underground (H5Sept). Uncertainties remain about the interpretation of EU rules in relation to **ferry franchising** in Scotland while business and government interests are fighting a European directive which could force clients to increase the number of bidders for significant projects to five (BusAM29Aug) A recent decision by the European Court of Human Rights on Heathrow air traffic has brought the prospect of an end to **night flights** (between 11.30pm and 6 am) to and from airports in urban areas (S30Oct) Sarah Boyack is backing the case for a Public Service Obligation(PSO) to **ring-fence highly prized Gatwick slots** for a thrice-daily service from Inverness.

Terrorism and Scottish Transport

The unprecedented terrorist attacks on New York and Washington on 11 September will have impacts on economic growth and on transport not yet fully apparent. These events have accelerated a slowing in world economic growth already taking place. The immediate repercussions for tourism have been severe and will continue into 2002. The fall in transatlantic travel has hit airline and airport revenues and profitability, feeding through to direct and indirect job losses, air service contraction and a dramatic slowing of private investment plans (S20&22Sept). Government's need for borrowing has also been affected since contraction in the growth of fiscal income has coincided with increased spending from last year's spending review plus additional pressures for spending to compensate for private contraction and cut the risks of deeper recession. The Chancellor's views have still to be clarified but it is likely that a 'prudent' approach to public spending will remain with the possibility of increased taxation not ruled out. Because of a lesser involvement in transatlantic services, the immediate losses to Scottish transport and jobs since September have been less than those around London. However, Scotland cannot be insulated from the wider impacts of economic slowdown and increased uncertainty.

Rail Freight Track Charges

To encourage investment by operators and counter the effects of 44 tonne lorries, the ORR is to cut access charges by 50% from next April. This is aimed at delivering the 80% target rise in rail freight but will involve the SRA in paying Railtrack (and any successor body) compensation for the loss of income from track access charges. Without this measure, the recent revival in rail freight seemed set to reverse. FTA had advocated reduced charges as part of a level playing field approach (G19Oct)

RESEARCH FOR SCOTTISH EXECUTIVE

The *Scottish Airports and Air Services Study* has been completed and the aim is to produce a Scottish Aviation Consultation Document in March 2002. Complementary studies are being carried out into rail access to Edinburgh and Glasgow Airports and in relation to Scottish airport capacity.

The Interim Report on the *Central Scotland Rail Study* has been completed by Steer Davies Gleave and the Final Report in Spring 2002 will take a strategic view of priorities within short to longer-term timescales. Projects are being assessed using STAG to ensure consistency with other work including the *Central Scotland Transport Corridor Studies* by MVA.

Work by Steer Davies Gleave and W S Atkins to examine local transport strategies has revealed considerable variations in the quality of inputs and some conflict and overlap between proposals. As part of this work Steer Davies Gleave has made forecasts of rail and road demand in Scotland over the next 20 years. Their preliminary conclusions of a 24% to 27% growth in road vehicle miles were presented at a Scottish Executive seminar on 23 August. This is a lower figure than previous forecasts of growth – pointing to a 1.35% annual growth compared to the 1.76% GB growth forecast by DETR in 1997 (BusAM22Aug).

Research has confirmed major problems in and around Edinburgh, Glasgow and Aberdeen since these areas are likely to account for 90% of all growth in road vehicle miles unless this can be reduced through alternative policies.

MVA has gained a four year extension of the contract for managing the *Central Scotland Transport Model (CSTM)*. This is being extended to include the Aberdeen area and is to be renamed the *Transport Model for Scotland*.

At the Community Transport conference on 13 September David Seaman (Scottish Executive) and Derek Halden (DHC) described the results of current research on *rural accessibility*. Accessibility problems can be tackled through community planning to reduce transport based social exclusion.

Steer Davies Gleave has completed an evaluation of the *Rural Public Transport, Community Transport and Filling Station Grant Funds*. These have been found to give useful support to social inclusion and other objectives in rural areas but clearer prioritization of resources could deliver better value for money.

An evaluation of the *Edinburgh Car Club* by System 3 has found a sharp rise in management failures by the initial operating company between April and December 2000. There had also been difficulty in obtaining reasonable levels of weekday daytime usage. The new operator Smart Moves is making marketing and organisational changes in the light of this report (LTT18Oct)

COMMISSION FOR INTEGRATED TRANSPORT

CfIT has produced further critical evaluation of the **UK Ten Year Transport Plan**. Delivery has fallen below schedule and there is a significant risk of congestion worsening rather than meeting the improvement targets of the Plan. Remedies are seen to lie in stronger mechanisms for **regional delivery** allied with a more rapid introduction of **road pricing**. The Commission has also argued that simple targets for growth in rail use could divert attention from strategic rail objectives. Targets for rail growth could be attained by greater concentration on projects in south-east England yet transport objectives embraced integrated, socially inclusive and sustainable transport in all UK regions.

There was a need for appraisal methods reflecting these objectives to be used in the regional allocation of **SRA** funds. Additional attention is being given to the **aviation sector** in the context of the White Paper due in 2002. Preliminary studies have shown some energy-saving, environmental and air quality gains in shifts from domestic air to rail on routes between London/southern England and the Manchester/Leeds/Newcastle/Edinburgh/

OTHER RESEARCH

There is increasing use of GPS based travel data collection in transport research (contact Ron McQuaid for further information R.McQuaid@napier.ac.uk). For **Access To Employment Research**, see p. 9-10.

Studies for an enhanced Inverurie-Stonehaven rail services should be completed by March 2002.next year. Halcrow Fox is investigating **taxi needs** in Edinburgh for the Taxi Liaison Group. Research for Edinburgh Council by DHC has shown that the Council's New Transport Initiative including road charging proposals should deliver positive **accessibility benefits** with unemployed and deprived people benefiting most. Travel to work also appears to benefit more than other trip purposes.

The Campaign for Borders Rail has received a £3500 grant from the Awards for All scheme to study the case for a rail halt at Stow. A Scottish Borders Council Survey of public views on *Roads, Lighting and Public Transport* found 67% support for reinstatement of the Borders rail link. There was even stronger support for high priority for gritting and snow clearance (85%), disabled access to buses (81%), travel concessions (80%), road maintenance (77%), and footpath maintenance (73%). 51% felt there was too much on-street parking in town centres. 65% never or rarely used existing public transport but this proportion was lower for the under 25s. 20% said they were frequent public bus users with 5% frequent taxi users.

Applied and company research on **fuel efficiency and alternative transport fuels** is growing apace. Mayflower (parent of the Alexander bus building firm in Falkirk) has claimed that a new engine design can raise fuel efficiency 40% and cut emissions by at least 50% (H&S2Oct) and the petrol/electric hybrid Toyota Prius is now on sale, offering large fuel and emission savings (H19Sept) Other new developments include an 8 wheel, 4 axle, independently steered bus capable of taking 200 people through narrow streets (based on Eindhoven University research), the Zingo system allowing taxis to be hired quickly via mobile phones and Isotrack/Exel/AMEC designs (winning an SRA 2000 award for rail freight innovation) for small and fast freight trains able to use existing passenger paths without disrupting passenger rail services (BusAM11Sept, S18Sept&Freight,August)

ROAD TRAFFIC FORECASTS

A priority review of Scottish Road Traffic Forecasts is being carried out for the Executive by TRL and TRI Napier University. For comment on Multi-Modal Studies, see p.22

Glasgow zone but there is a need for further examination of airport and trunk rail station surface access issues before final conclusions.

(Editor's Note: The new EC Transport White Paper and the recent report by ITS Leeds University and AEA to DTLR on Surface Transport Costs and Charges have paralleled CfIT recommendations for shifts to more direct transport infrastructure pricing on a marginal cost basis taking account of social or external costs. This approach would involve some price falls but also substantial increases for some types of traffic and on certain routes and at congested points. However, there are major political difficulties in such proposals gaining speed. The result will be a worsening and spread of congestion and higher social costs)

Comparisons of the use of **Compulsory Purchase Orders** in Scotland and England have commended the expert use of CPOs for road schemes by the Scottish Office & Executive. The latter will be consulting soon on further changes in procedure to aid delivery (Scottish Executive Press Release 3 August)

ENERGY, AIR QUALITY & CLIMATE CHANGE

In a new Report, *Reality Check*, written by former civil servant Tim Birley, **WWF Scotland** has criticised the Scottish Executive for a failure to integrate sustainable development in sectoral policies, including those for transport and energy. The report highlights a lack of political will, a lack of institutional structures, and the current civil service culture particularly departmentalism. To overcome these an early action programme is suggested followed by a thorough redesign of delivery mechanisms.

A Scottish Executive Consultation Paper has been issued on the **Enforcement of Vehicle Emissions Standards by Local Authorities** – responses to this were requested by 9 November 2002 to the Air Quality Team at Victoria Quay – contact Andrew Taylor 0131 244 7813 e-mail andrew.taylor2@scotland.gsi.gov.uk. Responses to the earlier consultation on **Sustainability Indicators for Waste, Energy and Travel** will be taken into account in Scottish Executive indicators to be published in 2002. The Transport Delivery Plan will also include performance indicators including levels of congestion. Changes in the **company car regime** and in **vehicle licence rates** are expected to improve fuel efficiency and cut emissions (S3Sept)

FINANCE, BOUNDARIES & INFORMATION

Despite pressing needs, the Scottish Executive has been criticised for **underspending** (S20Sept). The city boundary issue and regional needs have again drawn attention to the case for **boundary revisions or new policies for allocating finance** (H27&31Aug).

Edinburgh City Council fears it may be under-compensated for extra costs arising from the implementation next year of **free off-peak travel on local buses** while pressure on education budgets is causing some councils to apply fares on formerly free services for **pupils living less than 3 miles from schools** – see recent controversy in Aberdeenshire and Scottish Borders example in Kelso (S22Aug)

Greater clarity is being sought on **financial information**, including that relating to transport. **SCC** has attacked the level of charges for the provision of information (H24July) and there is new debate on 'lobbywatch' measures to apply in the Scottish Parliament. **SCDI** considers that plans to register lobbyists are unworkable and has proposed the alternative of making the diaries of MSPs and Ministers open to public scrutiny.

TRANSPORT DELIVERY PLAN

This has fallen behind schedule and is unlikely to be published much before Christmas. Reasons for the delay have been the sheer scale of work involved, the need to reflect compatibility with STAG principles (see p10-11) and the requirement for further work on rail delivery given the collapse of Railtrack.

PUBLIC TRANSPORT FUND AWARDS

26 projects have gained £76 mil. in the fourth round of PTF awards. As well as individual local authorities, beneficiaries include SPT and the Highlands & Islands Integrated Transport Partnership.

Advance planning is being supported by 6 Preparation Pool approvals for medium-term projects. Walking and cycling continue to feature in some of the grant approvals.

Glasgow and the SPT area have been awarded almost £22m for bus corridor measures and rail rolling stock. Fife, Edinburgh and Midlothian secure £17 mil. for a west Edinburgh guided busway, Fife rail enhancements and bus park and ride with associated bus priorities at Danderhall in Midlothian.

Argyll and Bute gains £2 mil. for a breakwater to safeguard the ferry terminal at Dunoon and Comhairle nan Eilean Siar gets £2.5 mil. towards a new ferry link from Barra to Eriskay.

Other awards have gone to the councils serving Aberdeen, Angus, Dundee, Perth & Kinross, Falkirk, Stirling, South Lanarkshire, West Dunbartonshire, East & South Ayrshire, Dumfries & Galloway and the Scottish Borders. Taken with the Integrated Transport Fund grant for the Larkhall rail project, these decisions show a significant shift towards rail and public transport spending (H23Oct).

The 6 Preparation Pool Awards go to:-

- City of Edinburgh Council - development work on north Edinburgh light rail and examination of later network options including the South Suburban Railway
- Dumfries & Galloway - investigation of provision of local rail services on the WCML
- Dundee City Council - study of enhanced rail services for Tayside
- Glasgow City Council - Clyde Corridor improvements and social inclusion
- SPT - study of improved interchanges and park and ride opportunities
- Midlothian - study into extension of rail/light rail services to Penicuik

BUS POLICY

Sarah Boyack has issued a Consultation Paper on **The Role and Powers of a Bus Users Complaints Tribunal**. Responses are requested by **11 January 2002**. www.scotland.gov.uk/views.asp Proposals envisage powers to require operators to pay compensation but will not extend to service changes (H22Oct)

Sharp differences of view remain apparent on bus regulation but public and political impatience with the present situation is increasing and press comment since outbreak of Edinburgh 'bus wars' in August. **SNP** has sought to introduce a priority bill for bus re-regulation.

RAIL PROSPECTS

As Minister for Transport and Planning, Sarah Boyack has been expressing growing irritation at the apparent inability to develop rail delivery plans within policies for integrated transport and corridor appraisal. She sees the Railtrack situation and possible changes in the SRA/ORR as giving major opportunities in Scotland. What this means should become clear in the next three to six months. With only two border crossings, Scottish rail operations are more highly internalised than in any region in England and Wales. There is also only one major operator of passenger services in Scotland (ScotRail) and with a franchise due to expire in 2004. Given the weakened financial position of National Express (ScotRail's parent company), former arguments for an integration of a passenger franchise with rail track maintenance seem to have lost momentum (S13Sept) but there are alternative possibilities - a direct **SRA** presence in Scotland, a **Scot-track** company limited by guarantee or a similar publicly-owned trust embracing many of the functions of Railtrack, the SRA, ORR and SPT in Scotland.

'**Scot-track**' could operate initially as a shadow authority by administrative agreement pending legislation. It could be constituted in ways allowing it to use the private sector for specified purposes or projects within a framework which also allowed regional groupings within Scotland direct involvement in 'top-up' schemes related to their own area.

The SNP has been quick to seize the opportunity to advance its own proposals for **SPRINT (Scottish Public Rail Investment Trust)** with the claim that Scotland was losing out in not receiving a fair share of allocations for rail spending. SNP plans have been influenced by a paper prepared by Dr Iain Docherty of Glasgow University and Dr Jon Shaw of Aberdeen University (H13Oct;S20Sept) In contrast, Neil Wood, **Scottish Citylink** manager, has queried the value for money gained from Scottish rail services and has urged examination of replacement of lines such as those to **Caithness** and **Kyle of Lochalsh** with improved coach services (BusAM29Aug)

Former First Minister Henry McLeish has been more optimistic about using the private sector to aid rail funding. Talks are reported to have been held with the **Royal Bank of Scotland** on leveraging in private funds to allow faster progress on projects such as the **Borders rail reopening**. This could include a direct service to the Bank's proposed new headquarters at Gogar in west Edinburgh (S8Oct))

FORTH ESTUARY TRANSPORTATION AUTHORITY

A consultation paper has been published on the Order to establish this authority. The Order will dissolve the present Forth Bridge Joint Board and set up a new Board from 1 April 2002 with 10 members drawn from Edinburgh, Fife, West Lothian and Fife and Kinross Councils. The Board will have power to vary bridge tolls and use them for transport purposes but no change in tolls is envisaged until 31 March 2006.

Responses to: Andrew Watson, Transport Division 1, Victoria Quay by **30 November 2001** 0131 244 7057 e-mail andrew.watson@scotland.gsi.gov.uk

Transport Services

QUALITY of SERVICE

Disputes continue at Edinburgh Airport on whether a new designated zone for taxis should allow private hire cars the equivalent of 'rank' rights to pick up passengers instead of pre-bookings.

Conditions in both Glasgow and Edinburgh, with larger numbers of poorly loaded buses making poor use of available street space and with customers confused and irritated by rival operators, have led to pressure for bus re-regulation.

More default notices have been served on the private firms now undertaking trunk road maintenance (H24Aug). Sarah Boyack has launched a new BBC Scotland service giving visual information on road conditions on a daily basis. Cab Direct has applied for permission to introduce environment-friendly Euro cabs in Edinburgh. These cabs, operating in more than 200 UK towns, can carry six passengers and are claimed to cut diesel emissions by 40% compared to traditional black cabs (EN2Aug).

Increasing vandalism and personal attacks are being reported, affecting road users, buses, staff and rail operations. Edinburgh is the location of several trouble spots but the west of Scotland was hit by an overnight attack on seven new trains at Shields Depot causing £500,000 of damage (H30Aug&7Sept; EN 17Aug&8Sept) Two examples of recent unofficial action disrupting Circle Underground services in Glasgow have drawn attention to the need for improved procedures and management (H8Sept,19&20Oct)

'Stingray' cameras able to read number plates and check them against vehicle licence records in Swansea are being used to cut down on car tax cheats (H12Oct). The use of cameras to check speeding is to be increased but made more visible as part of police measures to cut speeds. Drivers are backing these measures (H3Aug) Motor insurers are also using databases to intensify efforts to reduce the 1 in 20 cars on the road but uninsured. Strathclyde has the worst record in Scotland (H22Sept).

At return school time in August, all eight Scottish police forces co-operated in a two-week campaign to improve road safety for school children (H13Aug).

The Rail Passengers' Committee has attacked the steep rise in West Coast Main Line Virgin fares over the past three years despite no improvement in quality (S21Sept) ScotRail has stepped up efforts to crack down on fare dodging (S16Aug) Continuing track problems and technical problems with new trains have worsened ScotRail's formerly high record for punctuality. Delays attributable to ScotRail have risen 40% but delays attributable to Railtrack have risen 400% (H18Oct)

AIR

Brian Souter and Anne Gloag have increased their investment in ScotAirways to 49% and further expansion of low-cost flights from Scotland to London City is planned. Ryanair and Go are now competing strongly on the Edinburgh-Dublin route while low-cost competition on other routes is expected to rise.

Helen Liddell, Scottish Secretary, and Sarah Boyack are co-operating to expand direct Scottish routes for business and leisure passengers but business connections to and from Scotland at Heathrow and Gatwick may be hit as major traditional airlines are forced to contract services due to pressure on profits aggravated by the events of 11 September. This could mean that regional links to Heathrow and Gatwick will suffer. British Airways has already withdrawn its service between Belfast International and Heathrow and troubled KLM may contract Scottish routes to Amsterdam.

Low-cost airlines have sought access to vacated slots but there is no guarantee that additional services would give priority to the Scottish market. However, Ryanair is hopeful of further expansion at Prestwick and has made progress in ensuring fuller marketing of inwards air services by VisitScotland.

Expansion of Scottish transatlantic routes is now much less likely. Early provision of direct services from Edinburgh has been hit and Air Canada has withdrawn winter flights to Glasgow. Irrespective of the events of September, MSPs have been told that airlines are only 'scratching a living' in the Highlands and Islands. Airport charges at Inverness have been the subject of heated public debate with Kenny McAskill of the SNP criticising the Scottish Executive for lack of support for possible new Ryanair services.

FERRIES & SHIPPING

Expected final decisions to allow the Rosyth-Zeebrugge service to go ahead in 2002 have been delayed. Deputy Transport and Planning Minister, Lewis Macdonald, has launched the North East Scotland Freight Quality Partnership in Aberdeen. As well as improved rail freight, this is investigating a new shipping service (partly aimed at seafood) between Norway, Aberdeen and Boulogne.

Following unsuccessful competition with Caledonian MacBrayne for freight traffic to and from Stornoway, Taygran has gone into liquidation, (S 30Aug) Aided by a Scottish Executive grant, the new 30 vehicle £2.9 mil. *MV Corran* is now in operation on the route crossing Loch Linnhe to Ardgour.

RAIL

While containerised rail freight prospects are being affected by competition from 44 tonne lorries and the lack of 9'6" container clearances on many rail routes, progress is being made in the expansion of timber traffic and high-speed parcels. EWS has introduced a daily high-speed parcels and mail service from Motherwell to Inverness while it has also attracted timber movement from north-east Scotland from road to rail with collection points at Huntly and Inverurie for traffic to Workington and Norfolk. Completion of refurbishment will also allow freight to return to the Tay Bridge after a seven year pause. (S 15Aug & 4 Oct, Freight, July)

The Scottish Executive has outlined expectations for improvement during the two-year extension by the SRA of the GNER East Coast Main Line passenger franchise to April 2005. It is hoped that average London-Edinburgh trip times will come below 4 hours with progress made on train capacity and expanded facilities at Waverley.

ScotRail is cutting trip times, improving frequency and lowering off-peak fares on the Edinburgh-North Berwick service, now operated mainly by 90 mph electric multiple units released by the arrival of new trains for the west of Scotland. Evening peak services on the North Berwick line have risen from six to ten between 5pm and 7 pm (S23Aug). Autumn saw the introduction of sleeper service stops at Carstairs, an additional Glasgow-Motherwell-Carstairs-Edinburgh service and Sunday trains between Inverness, Caithness and Kyle of Lochalsh.

BUS

For fuller comment on Lothian Buses/First Edinburgh changes around Edinburgh, see p12-13. These changes have aroused considerable controversy and extensive comments in the local press, mainly in support of the predominantly City Council owned Lothian Buses (though operating at arm's length from the Council) (see ongoing comment in EN from mid-August) FirstEdinburgh has also introduced a half-hourly timetable from Edinburgh to North Berwick but other services on less busy corridors in Edinburgh and the Lothians have contracted (S17Aug)

Funded by a Scottish Executive Rural Transport grant, SPT has introduced a Ring n' Ride service to offer bus access to parts of North Lanarkshire having no current service. The service uses a low-floor, accessible bus to improve links from rural areas to Cumbernauld, Airdrie and Coatbridge town centres and to local train stations and Monklands General Hospital. Journeys must be pre-booked (Scottish Executive Press Release, 19 Sept)

Scottish Citylink is now operating quarter-hourly express services between Glasgow and Edinburgh and had added extra services between Edinburgh and Perth. Some Edinburgh-Aberdeen services now make stops in Dunfermline (EN28Sept)

Statistics

SCOTTISH ECONOMY Scottish GDP growth has slowed to 1.1% year on year compared to 2.9% for the UK (H2Aug) Both rates are expected to dip in 2002 though the gap may narrow. Average Scottish household income in 1999 was £13,927 compared to £17,900 in London (partly offset by higher living costs) and a UK average of £14,684. NE England averaged £12,056 & Northern Ireland £11,991 (H27July)

TOURISM & BUSINESS TRAVEL The September events hit both tourism & business travel but mainly on transatlantic routes. However, Scottish tourism was already weak though **Edinburgh** has ousted **London** as the favourite tourist city (H14Sept) and there have been slight signs of benefits for autumn tourism as British tourists switch from foreign destinations to Scotland (H17Oct) Business users have been shifting to lower-cost airlines. A Barclaycard survey has shown that **Scottish business travellers** cover greater distances per month than anywhere else in the UK. Respondents averaged 620 miles per week with London the most common destination. However, company relocation away from London is expected with direct overseas flights from Scotland expanding despite rises in on-line business (EN16May & H17Oct)

BUS&RAIL USAGE has followed a stable rather than growing pattern in 2001, influenced by post-Hatfield rail disruptions and a weaker tourism sector. However, bus growth has continued in cities and rail travel has been more buoyant around Edinburgh and Glasgow

SCOTTISH FERRY TRAFFIC July to September 2001

(with % change on 2000)

Sources: Caledonian MacBrayne & Western Ferries

	Caledonian MacBrayne		Western Ferries (McInroy's Point-Hunters Quay)	
	Passengers (thous)	Cars (thous)	Commercial vehic.	Coaches
Passengers (thous)	1,958	nil	335	35.6%
Cars (thous)	354	5.8%	137	8.8%
Commercial vehic.	22.6	-8.2%	2.2	-2.0%
Coaches	5.5	-1.8%	.7	-10.6%

BRITISH & SCOTTISH ROAD TRAFFIC Zero growth in overall vehicles miles has been apparent in both Scotland and elsewhere in the UK in 2001 though there is some continuing rise in road vehicle miles around larger cities. **The Tay Road Bridge Joint Board** has stated that traffic growth has slowed to 1% a year and is not now expected to exceed this rate in the next decade (Courier19June) **Forth Road Bridge** traffic rose 1.38% in 2000. Congestion is limiting traffic growth (EN4Sept) **Fife-Edinburgh** rail commuting is up 25% in past two years but overcrowding has risen by no more than 0.2% (SRA survey) **Truck traffic** between Britain and the continent is 5% above 2000 levels but UK registered trucks are down 8% and now account for only 31% of truck trips to and from the continent.

HIGHLIGHTS of SCOTTISH TRANSPORT STATISTICS Vol 20 August 2001

The 2001 edition has a wealth of detail and comparative information in 214 pages. Only a flavour can be given here. Motor vehicles licensed at the end of 2000 were up 3% up on 1999 but overall road traffic showed no increase. Local Bus travel was up 4% as was rail passenger travel. Air travel rose by 5%. Road deaths rose slightly but serious injuries fell by 6%. Deaths are 49% lower than the 1981-85 average and serious injuries are down 57%. Travel to work by car or van fell slightly to 67% with 13% walking, 13% using buses, 4% rail and 2% cycling. For school travel, 55% walked, 23% went by bus and 20% used cars or vans. Only 1% cycled. Data for road transport fuel delivered in Scotland shows a peak in 1992 and a subsequent relative shift to diesel fuel. This data reflects both stabilised road traffic and some gain in fuel efficiency.

PETROL and DIESEL FUEL (million tonnes delivered)

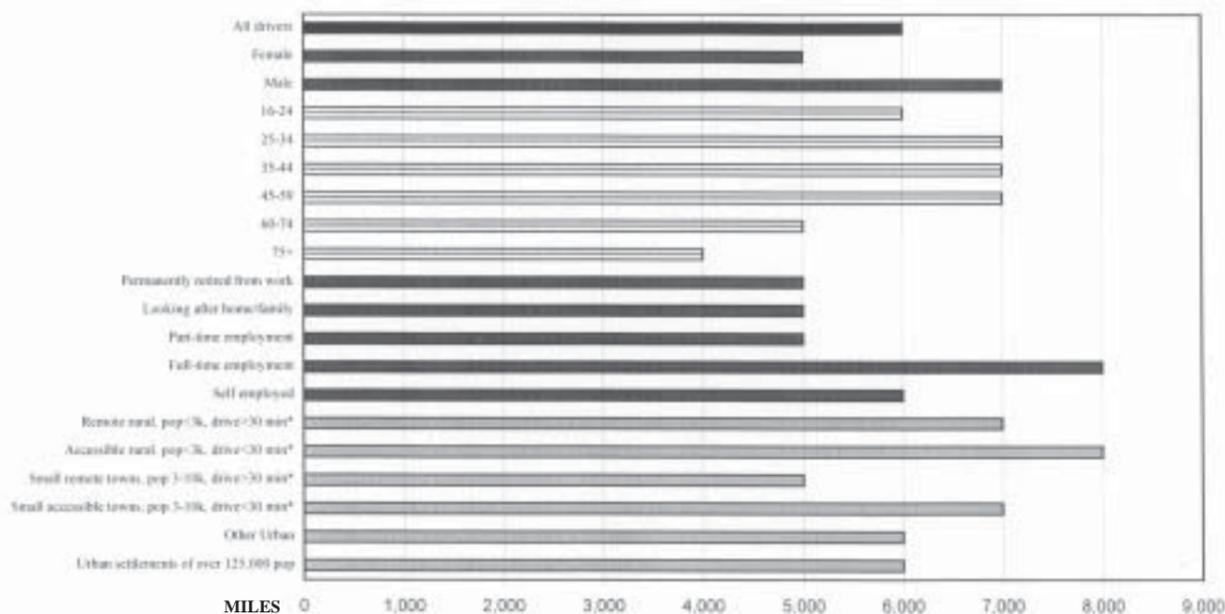
	1992	1999	% change
Petrol	1.77	1.36	-22%
Diesel	1.00	1.18	+18%
TOTAL	2.76	2.57	-7%

KEY CHANGES IN TREND

	1990	1995	2000	% change 90-95	95-2000
Motor vehicles	1.6m	1.7m	1.9m	+6%	+12%
Vehicle kms major roads	21,787m	25,247m	25,195m	+16%	nil
Vehicles - Forth Bridge	16.6m	19.5m	22.2m	+17%	+13%
Tay Bridge	6.7m	7.4m	8.1m	+10%	+9%
Erskine Bridge	6.7m	7.4m	8.7m	+10%	+18%
Skye Bridge		.61m(1)	.68m		+11%
Local Bus passengers	585m	494m	440m(2)	-15%	-11%
Originating Rail passengers	54.8m	57.9m	70m(3)	+5%	+21%
Glasgow Underground	13.5m	14.7m	14.4m	+9%	-2%
Air passengers	9.9m	12.4m	16.8m	+25%	+35%
Internal Ferry passengers(4)	6.5m	6.9m(5)	5.3m	+6%	-22%
Vehicles (4)	1.5m	1.6m(5)	1.2m	+7%	-25%

(1) 1996 (first full year of Skye Bridge) (2) 2000 estimate; 1999 was 431m (3) 2000 estimate, 1999 was 67.5m (4) excludes Western Ferries & Corran ferry (5) usage fell sharply in 1995 after autumn opening of Skye Bridge.

Figure 2: Median annual personal mileage per driver: SHS results for 1999 and 2000 combined



* "drive<30 mins" and "drive<30 min" refer to the drive time from a settlement of over 10,000 population

4 Estimated annual vehicle mileage

The average (mean) estimated mileage per vehicle is 10,445 miles per year, the median is 10,000 miles per year. These are higher than for the estimated personal mileage driven per adult per year. There is not much variation in annual mileage per vehicle with the number of vehicles available to a household. In households with one available vehicle the median annual mileage per vehicle is 9,000 miles, and in households with 2 or more the median mileage per vehicle per year is 10,000 miles.

Median vehicle mileage per year varies with net household income, being 6-8,000 for vehicles in households with an annual net income of up to £15,000, and 10,000 for vehicles from households with net incomes over £15,000. The median for "large urban areas" and "small remote towns" is 8,000 miles per vehicle per year; for all other areas it is 10,000 miles.

5 Background and Further Information

As with all such surveys, factors such as sampling variability and non-response bias may affect the results. SHS questions on transport were listed in Issue 5 of "Scottish Transport Review" (page 19) and some results have appeared in each of Issues 6 to 14.

The following SHS publications are available from HMSO:

* the "Scottish Household Survey Bulletin" (£5 - ISSN 1467 7393)

* "Scotland's People - Results from the 1999/2000 Scottish Household Survey", volume 3 - annual report (£20 - ISBN 0-7559-0230-0) and volume 4 - technical report (£15 - ISBN 0-7559-0231-9)

* "Scotland's People - Results from the 1999 Scottish Household Survey", volume 1 - annual report (£20 - ISBN 1-84268-026-9) and volume 2 - technical report (£15 - ISBN 1-84268-066-8)

The annual report volumes of "Scotland's People" and the "Bulletin" provide figures on a range of the topics covered by the survey, including some analyses of transport-related data, and brief background notes on the survey and the SHS urban/rural classification. The technical report volumes of "Scotland's People" provide a detailed description of the method of selecting the sample, the questionnaire, fieldwork and response rates, etc.

Some SHS results have been published in "Scottish Transport Statistics" 1, and more detailed transport-related results have appeared in "Household Transport: some Scottish Household Survey results" An anonymised copy of the SHS data for 1999 is available from the UK Data Archive (www.data-archive.ac.uk). The 1999/2000 dataset will be deposited soon.

Further information about the SHS can be found on the SHS website, at <http://www.scotland.gov.uk/shs>. Enquiries should be made to Louise Finlayson, SHS Project Manager:
Tel: 0131 244 7557 FAX: 0131 244 7573
Email: shs@scotland.gsi.gov.uk.

References

1. "Scottish Transport Statistics" is an annual statistical volume, HMSO (£10 - ISBN 1-84268-407-8). Vol 20, August 2001.
2. "Household Transport: some Scottish Household Survey results" is an annual statistical bulletin, available from The Stationery Office Bookshop (£2 - ISBN 1-84268-780-8). Latest edition January 2001.

TRANSPORT & TRAVEL STATISTICS ADVISORY COMMITTEE

The first meeting of this new Committee was held at Victoria Quay on 12 October. It will have inputs to *ScotStat* and to the *UK Transport, Travel and Tourism Theme Working Group* in reviewing the range, purpose and effectiveness of data and research relating to movement. There is a current membership of 25 including 7 from the Scottish Executive plus MVA, FTA, SRA, SPT, ILT, CPT, RGU Centre for Transport Policy, TRI Napier University, Urban Studies at Glasgow University, TRL, DTLR, COSLA, KPMG (for Transport Statistics Users' Group), Colin Buchanan & Partners, Lothian & Borders Police, Derek Halden Consultancy and Tom Hart, Scottish Transport Studies Group. The Chair is Duncan Gray, Senior Statistician, Scottish Executive and the Secretary Esta Torkington of the SE Transport Statistics branch. An interest was expressed in means of developing links between transport and tourism while also reviewing arrangements for the collection of data on movement and modal share. Resource constraints will be an important consideration. Internet access will be available with as full as possible dissemination of background information and issues arising.

Infrastructure

RAIL

Railtrack confirmed its inability to finance rail enhancements in Scotland, including the proposed extension to Larkhall, Stirling-Dunfermline reopening and an additional passing loop to allow half-hourly services to Kilmarnock. However, a Scottish Executive grant will allow the **Larkhall** opening (and associated **Maryhill-Anniesland** link in west Glasgow) to proceed subject to some issues still to be settled with Railtrack. Railtrack's subsequent placing in administration is having the effect of shifting the focus towards new ways of speeding rail delivery on Scottish corridors. Further funding from HIE has ensured completion of the new **Cairngorm funicular railway** by December while reopening as a private tourist line of the **Keith Town to Dufftown** railway has been completed (S7&23Aug; H8Aug; LTT6Sept).

The **SRA** has agreed to interim improvements raising capacity on the **ECML** south from Edinburgh while the Scottish Executive wishes to see parkway and interchange stations provided for mainline and other services both to the east and west of Edinburgh. There is renewed momentum to ease acute track and platform bottlenecks while also extending the rail network to **Midlothian**, the **Borders** and from **Stirling via Alloa to Dunfermline**. Airport rail links continue to attract interest though **Edinburgh City Council** now sees a light rail link to Edinburgh Airport as more probable than alternative heavy rail schemes. The Council has announced initial plans for a **light rail circle** for North Edinburgh serving Princes St and the Waterfront Development Zone. This offers a base for a more extensive network which could include the **South Suburban Railway** and north/south links (H11Aug;6Sept, 5Oct, EN13 & 14Sept; BusAM 6Sept)

Glasgow City Council and **SPT** have expressed interest in both light rail and heavy rail with particular reference to the **Clyde Waterfront/Glasgow Airport** zone and provision of 'crossrail' services over the St Enoch Bridge. **RDS(Scotland)** has again pressed for action on the **St Enoch Bridge/Glasgow Cross** 'crossrail' and early **electrification** of the Glasgow-Edinburgh route via Falkirk but Dr Iain Docherty of Glasgow University has urged the importance of a new north-south tunnel under central Glasgow as part of a strategic link from the west Clyde area running under central Glasgow to

PORTS

Forth Ports have thrown their weight behind plans for an offshore container hub at **Scapa Flow**, Orkney, in addition to plans for improvements at **Rosyth**. Consideration is being given to formation of a consortium to build the £400 mil. Orkney facility (BusAM11Sept) The Scottish Executive is to assist Highland Council in building a new causeway and pier on **Eigg**. This will allow the new ship operating the **Eigg** and **Small Isles** services to call directly at the pier, in place of reliance on a flit boat. Completion is due in 2003. Sarah Boyack has opened a development of **Lochaline** pier which will facilitate shifts of timber movement from lorry to sea (for access to **Corpach** and **Troon**)

Edinburgh and other destinations to the north. Local lobbyists have revived calls for a **St Andrews** rail link while **Dundee City Council** is seeking improved rail services within Tayside including a new station on the existing Perth line well-located in relation to the west Dundee employment zone and Ninewells Hospital. Reopening of the low cost rail halt at **Beauly** between Muir of Ord and Inverness is imminent while Aberdeen and Aberdeenshire Councils hope to include a station at **Kintore** as part of plans for improved services between **Inverurie** and **Stonehaven** (S6,7&30Aug, 28Sept; Courier15Aug, H27Aug&13Oct)

SPT has taken steps to safeguard the direct rail route from the St Enoch Bridge to **Strathbungo**, for onwards links to **East Kilbride** and **Barrhead/Kilmarnock**. This route could handle improved passenger services running through to the **Queen St Low Level Line** and also offering opportunities for freight. Opening of this route would involve minor adjustments in designs for the urban M74. A second phase could see services extended to **Glasgow Airport** via West St but ways of providing earlier services to the airport are also being examined. In a surprise development, **Glasgow City Council** is also examining proposals by the **Amersham Group** (already involved in a low capacity monorail scheme for Portsmouth) for a private sector funded **monorail** route from the former **Provan Gasworks** site (adjacent to the M80/M8 junction) through the city centre to the **North Clyde Waterfront** zone - possibly also including a link to the South Waterfront. Services every two minutes are envisaged. However, company plans to have such a route in operation in two years at a cost around £80 mil. seem optimistic. Elevated structures in central Glasgow are unlikely to be popular and, though good interchange with heavy rail is promised, it is not clear how the scheme would fit with wider strategies for integrated transport. The scheme includes park and ride provision yet it does not serve other locations where park and wide could have potential in a regional strategy.

ELECTRONIC NETWORKS

Scottish Executive is to raise its own demand for broadband as a means of leveraging increased private investment in keeping Scotland 'ahead of any other part of the UK' and has gained an above average share of UK funds for increasing broadband access (H7Sept&4Oct).

AIRPORTS

Aberdeen City Council has called on **BAA** to uprate plans for improvements at **Aberdeen Airport**. BAA has replied that £30 mil. has already been spent in the past decade and that falling overall income is putting pressure on all investments. Income fall has steepened since the September terrorism in the USA and has led to the airline consortium suspending work on construction of the new **Air Traffic Control Centre** at **Prestwick** shortly after it started. Politicians are seeking continuation of this work as part of an essential longer-term strategy. Completion was scheduled for 2007.

ROADS & BUSWAYS

The **Institute of Directors(Scotland)** and north-east interests are pressing Sarah Boyack for a larger allocation of road funding to the north-east to aid development opportunities and recognise the area's high contribution to GDP (PJ24July) However, **Moray Council** is pressing for further evaluation of the southern option for the proposed **A96 Fochabers Bypass** (PJ24Aug). This may delay works since the presumption had been in favour of a northern route. Orders for the northern route have now been published.

The Public Inquiry into the **Ardrossan/Saltcoats/Stevenston A78 Bypass** is scheduled to start on 26 November and Final Orders for the **M77 Extension** to Kilmarnock have been published. The Scottish Executive has arranged a local exhibition of plans for the **A985 Kincardine Eastern Link Road**.

Outrage has been expressed at prolonged traffic delays from essential roadworks on the **M8** between Glasgow and Edinburgh. Calls have been made for a continuous 3-lane motorway (EN3Sept). Councils in the south of Scotland who lost trunk road maintenance work to private contractor **Amey** in April are set to win back most of the work under sub-contracting arrangements (S5Sept). **Glasgow City Council** has been awarded the £3 mil. contract to design and manage the **urban M74** project (H12Oct). Two further consultations have taken place as part of multi-modal studies for the **A8/M8, A80/M80** and **urban M74** corridors.

South Ayrshire Council is proposing a new link road in **Alloway** to ease traffic pressure in the Burns Cottage area and improve access to **Culzean Castle and Country Park**. The link would also offer an alternative route to **Turnberry** when major golf events are being held. The scheme may act as an alternative to the long-delayed **A77 Maybole Bypass** (Ayr Advertiser 5Sept).

Glasgow City Council is proposing a 20 mph limit and one way operations in parts of Baillieston as part of plans for an acceptable **Faifley-Baillieston Quality Bus Corridor** (H20Aug)

Despite some preferences for tram route priority in west Edinburgh, **Edinburgh City Council** is proposing to retain elements of the abandoned **CERT** busway by introducing an £11.3 mil. package for guided bus operation to cut bus times in west Edinburgh. A 500 space park and ride at **Ingliston** is proposed with dedicated bus lanes through **Edinburgh Park** and a 1.2 mile stretch in **Broomhouse**. Completion is planned for 2003. (EN25July&29Aug)

WALKING, CYCLING & CANALS

A cycleway combined with a new footpath is to ease problems for walkers and cyclists on narrow **Craigmillar Castle Road** in **south-east Edinburgh**. This solution follows strong opposition to closure of the road to through traffic (EN6Sept) The **Crinan Canal** is now 200 years old and is likely to be the subject of major restoration (H25July) An extra £11 mil. is to be spent on regenerating the **Caledonian Canal** (PJ8Aug) After 30 years of closure and culverting, the **Wester Hailes** section of the **Union Canal** has been reopened by Minister for Social Justice, Jackie Baillie (EN22Aug)

CONSULTATION

The Scottish Executive has issued a consultation paper on *Removing the Special Protection of Prime Quality Agricultural Land from Development*. Responses to Elaine Pitcairn at Scottish Executive Development Department – Planning Division, Victoria Quay, EDINBURGH EH6 6QQ by 17 December or by e-mail to Primelandconsultation@scotland.gsi.gov.uk. Copies available from Tony Cruikshank at 0131 244 7066. Planning Advice Note PAN 62 has also been issued, giving views on *Radio Telecommunications* trends and the siting and appearance of masts. This should be read in conjunction with NPPG 19 – enquiries to Ben Train 0131 244 7532 – available at www.scotland.gov.uk/planning. The long delayed inquiry into the future of west Edinburgh's Green Belt is due to restart after Scotland's planning system was found not to breach European human rights law (EN17Aug)

INNER CITIES & TOWN CENTRES

Royal and Sun Alliance is expected to gain approval for a £10 mil. shopping redevelopment on **Princes St.** while Railtrack has been appointed the developer for a new £40 mil. headquarters for Edinburgh City Council to the immediate south-east of Waverley station.

Forth Ports has opened the Ocean Terminal shopping/entertainment complex at Leith and expects occupancy to rise quickly from the initial 55% level. Bus routes now focus on this terminal rather than on the forecourt of the adjacent Scottish Executive office at Victoria Quay. **Lattice** has announced a £20 mil. development for the former Granton gasworks (H24July 2Aug & 11Sept: EN 13Aug).

In **Glasgow**, more buoyancy is reported in office demand with the city beginning to gain as an attractive alternative to overheated Edinburgh. However, plans for a new financial district in the Broomielaw area may have to be moderated following changing international prospects after the New York terrorism on 11 September. UGC has opened a high-rise £27 mil. multiplex cinema in the heart of the city centre beside Buchanan Galleries and the Concert Hall. The Elphinstone Group has refurbished the former eye-catching factory at Alexandra Parade as a business village under the title City Park.

French hotel group Campanile is planning a further Clyde Waterfront hotel adjacent to the Rotunda and planned Finnieston Bridge. This priority bridge may be delayed or redesigned due to objections from Historic Scotland and the need to ensure optimum use for public transport. The offer for sale of the former John Brown shipyard at Clydebank has extended opportunities for waterfront development.

Plans are nearing completion for a public/private sector development at Forthside to the immediate east of **Stirling** rail station and town centre.

Property and Land Uses

URBAN FRINGES

Recent developments in business parks, distribution centres and housing are increasing road traffic problems in west Edinburgh and on the A8/M8, notably between Baillieston and Newhouse.

Development at **Clyde Gateway**, at the present end of the M74, now includes the new SMG printing plant and other distribution and warehousing centres.

Additional warehousing is also filling vacant spaces at **Eurocentral** adjacent to the A8 and also on the M8 at Cardonald and at Hamilton Technology Park beside the East Kilbride expressway. **Ikea** has opened a second Scottish store at Braehead. A third store may follow on a site yet to be selected (H26July,23Aug, 4&18Oct)

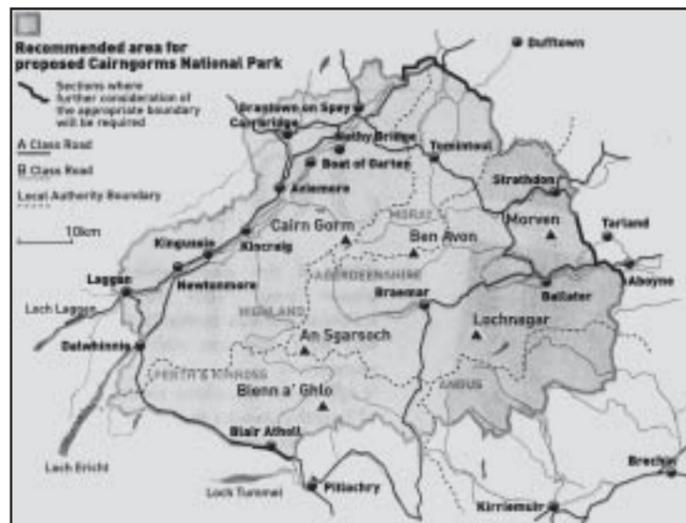
On the west Edinburgh fringe, **Hearts** is seeking permission for a new football stadium while £80 mil. redevelopment proposals have been lodged for offices and industry on the former Continental factory at Newbridge, renamed **Edinburgh Gate** (S1Aug, EN24July)

Edinburgh City Council is opposing plans to expand the **West Lothian Freeport Village** shopping complex by 25%. The Scottish Executive has rejected previous schemes to expand this site. North Lanarkshire Council has also lodged objections (EN25Aug&29Sept)

RURAL DEVELOPMENT

Though seen until recently as a prospering, middle-sized town, a DTZ Pidea report has warned of growing weaknesses in the Perth economy. The area is now trailing local competitors like Dundee, Falkirk and Stirling. Wages in the town have been declining since 1998 and are among the lowest in Scotland (H24Aug). Rural towns are becoming more dependent on small businesses aimed at wider markets. Examples include Stenlake publishing in Catrine and RB Farquhar in Huntly (providing modular fittings for supermarkets – notably Tesco -, oil rigs, schools, offices and hotels) and Norfrost in Caithness (H6&21Aug). On the other hand, the success of biscuit maker, Simmers of Hatton in Aberdeenshire, has meant that parent company United Biscuits has decided to expand production at spare capacity in Halifax. The Hatton factory will close in 2002 with the loss of 100 jobs in a rural area. A management buyout is being considered (H14Sept)

Extra jobs around St Andrews have been created by opening of the controversial golf course at Kingask. Prospects may be hit by the transatlantic tourism decline since September (H16Oct). 100 jobs have been created at the new Stolt fish factory on Scalpay. The decision to locate on Scalpay was influenced by the recent opening of the £7 mil. bridge from the island to Harris(H9Aug)



Source : Herald 23 August

TRANSPORT & PLANNING

Closer links between transport, planning and patterns of development and redevelopment are becoming evident. Current examples of closer links include plans for an additional Jordanhill station close to the university campus and public sports centre in west Glasgow and the growing focus on transport and planning issues in west, north and south-east Edinburgh and in the large zone from Glasgow Airport along the Clyde Waterfront to Broomielaw/Kingston/Gorbals, Glasgow Cross. Prospects for transport/planning links in eastern (Clyde Gateway) and north-western Glasgow (Provan, Parkhead & Easterhouse sites) are also gaining attention.

In Aberdeenshire, the council has opposed further development and traffic growth on unsuitable roads in the rural Newmachar area. Preference is being given to development close to quality public transport.

SECOND NATIONAL PARK

The recommended area for Scotland's second National Park, the **Cairngorms**, has been published. However, there has been intense dispute on SNH proposals that planning powers should be split between the Park Board and the five planning authorities in the area. This contrasts with the Loch Lomond/Trossachs Park where planning powers will be with the Board (H23Aug). SNH has invited responses to two documents on *The Diversity of Scotland's Natural Heritage* and *The Natural Heritage of Settlements* – comments to Clive Mitchell, SNH Battleby, Redgorton, PERTH PH1 3EW

ESTIMATED ANNUAL MILEAGE - DRIVERS' PERSONAL MILEAGE and VEHICLE MILEAGE SOME SCOTTISH HOUSEHOLD SURVEY RESULTS : A note by the Scottish Executive Development Department

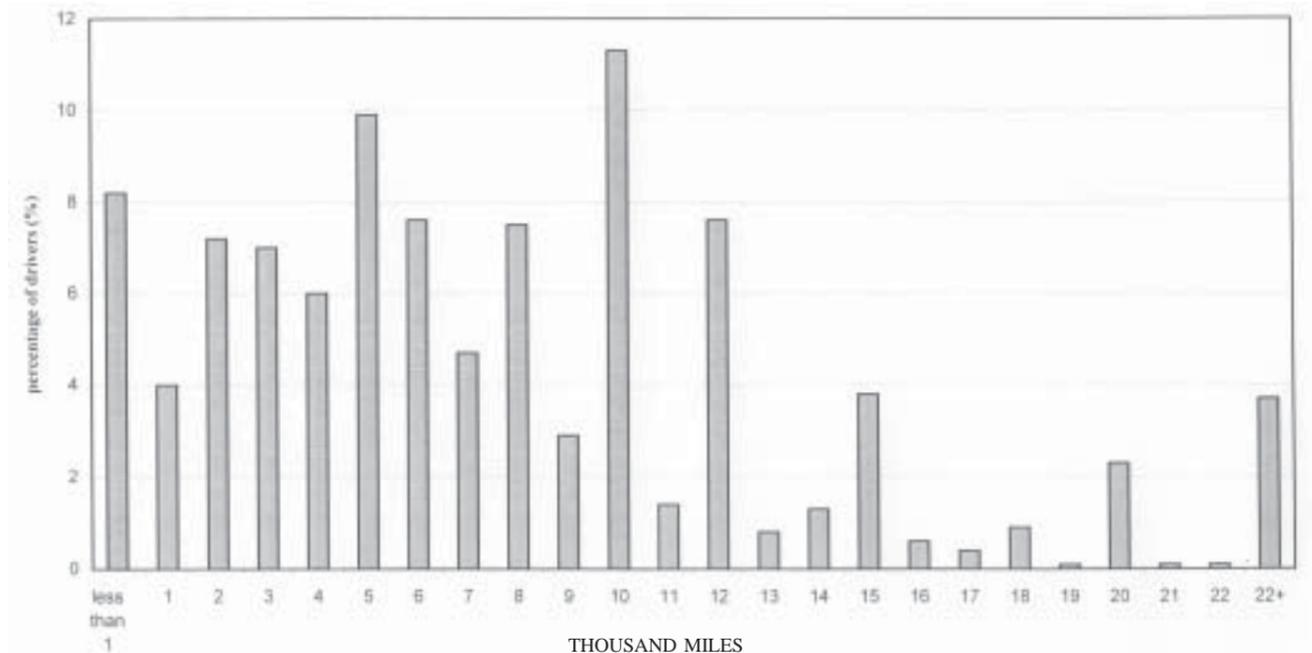
1 Introduction

This is the tenth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from interviews conducted in households across Scotland in 1999 and 2000. Information about how many miles were driven in the past year was obtained from a randomly chosen adult in each household, who was asked, "Excluding any mileage paid for by your employment or business, how many miles did you personally drive in the past year?" The survey's results have been weighted to represent the adult population. The statistics in this note relate only to those adults who said how far they had driven in the past year: adults who had not driven, or who did not know how far they had driven, are not counted.

Information about the estimated annual mileage of each motor vehicle the household normally has available was obtained from either the highest income householder or his/her spouse/partner. The results have been weighted to take account of differences in the probability of households being included in the sample.

Analysis using the arithmetic mean might give a misleading impression due to the effect on the average annual mileage of (e.g.) a small number of adults with extremely large annual mileages. Therefore, the median has been used to represent the "typical" mileage for a group. The median is the middle value: half the people in the group will have a mileage no greater than the median, and half will have mileage no less than the median. The medians and quartiles are expressed in terms of whole thousands of miles because the interviewers asked for estimates to the nearest thousand miles.

Figure 1 : Annual personal mileage: SHS results for 1999 and 2000 combined



2 Personal mileage driven per year

The average (mean) personal mileage for drivers is 7,676 miles per year; the median is 6,000 miles per year. (This excludes mileage paid for by an employer) The underlying distribution is illustrated in **Figure 1**. Peaks can be seen at 5,000, 10,000, 12,000 and 15,000 miles etc reflecting that estimated mileage is recorded. There is a "peak" at "22,000 and over" because that category includes all values over 22,000. There are no categories for "None" and "Don't know" because such cases are excluded from calculations (the "less than 1,000 miles" category does not include "zero").

Men drove further than women. **Figure 2** shows the median for male drivers was 7,000 personal miles per annum, while the median for female drivers was 5,000 personal miles per annum. **Figure 2** also illustrates the variation with age groups. For drivers between 16-24 years old the median personal mileage was 6,000 miles per year compared to a median of 7,000 personal miles for 25-34, 35-44 and 45-59 year old drivers, 5,000 miles for 60-74 years old drivers and a median of 4,000 personal miles for drivers aged 75 years and over.

The amount of personal mileage driven also seems to be related to economic status. Drivers who are in full-time employment had a median of 8,000 personal miles per year, whereas those who were in part-time employment or permanently retired from work had a median of 5,000 miles per year. As would be expected, annual personal mileage is affected by how often a person drives. For those who drove every day the median was 8,000 miles per annum in contrast to a median of 2,000 miles per annum for those who drove only once or twice a week.

The median number of personal miles per annum was lower for those who thought that public transport was very convenient (6,000) than for those who thought it was very inconvenient (8,000). **Figure 2** shows that drivers living in large urban settlements of over 125,000 population (the conurbations which include Edinburgh, Glasgow, Aberdeen and Dundee) had a median of 6,000 personal miles per year compared to a median of 8,000 personal miles per year for drivers living in "accessible rural areas".

The annual personal mileage driven varies by occupation. Drivers in professional and managerial and technical occupations had medians of 8,000 miles compared to medians of 6,000 personal miles per annum for drivers in skilled non-manual and partly skilled occupations. Drivers in older smaller households and single pensioner households had medians of 5,000 and 4,000 personal miles per year respectively, compared to a median of 7,000 miles in other household types. Personal mileage tends to rise with annual net household income: drivers from households with

an annual net income of up to £10,000 had a median of 5,000 miles, whereas those from households with incomes over £30,000 had a median of 8,000 miles.

The amount of personal mileage driven varies with the number of motor vehicles available to the household. Drivers in households which had access to 2 or more vehicles drove a median 8,000 personal miles per year. Those in households with only one vehicle available drove a median 6,000 miles per annum. For the small proportion of drivers living in households with no motor vehicles available at the time of the interview, the median annual personal mileage was less than 1,000 miles.

3 Drivers' personal mileage

The upper quartile for personal mileage is 10,000 miles per annum (this is the 75% value: 75% of drivers have a personal mileage less than or equal to the upper quartile). Therefore, the average personal mileage (7,676 miles per year) is closer to the median than the upper quartile. The lower quartile for personal mileage is only 3,000 miles per annum.

PROPOSED SUPERFAST FERRY SERVICE

Assessing the impact of the ferry within this changing market, Brian noted the challenge of budget airlines but queried both the scale and sustainability of this challenge. The SUPERFAST ferry offered a direct service, replacing the irritations of surface transits through England and providing the 'hotel/entertainment' experience of an overnight crossing at a reasonable price and in more spacious conditions than air travel. A direct ferry also appealed to those who had a preference for bringing their own cars, motor caravans and assorted luggage. He anticipated significant use of both public transport and car hire in connection with the ferry. It was likely that those using the service out from Scotland would be heavier users of public transport for onwards links at the continental end than would be the case for in-tourists to Scotland. These were expected to be more car reliant, either bringing their own vehicles or taking up car hire packages organised at Rosyth, allowing a quick exit to the north. The shift towards shorter, but more frequent, breaks over a longer season was likely to continue and be encouraged through the availability of the direct ferry. Daily sailings were vital to tap market potential.

The VisitScotland aim was to encourage both growth in existing markets and new markets. Advance publicity and appropriate packages would be essential to build ferry usage and spatial spread within Scotland. The best immediate prospects for boosting in-tourism were in the Netherlands and Germany and opportunities for direct marketing were being examined. This could require some change in relationships with the British Tourist Authority. Marketing would also encourage group travel related to cultural, outdoor and sporting events. There could also be scope for some usage from business and conference travel.

DISCUSSION Asked about longer-term expansion, Alan Burns said that a second berth could be added by adapting an existing berth and there was room for a third berth. Bob Armstrong came under fire for what was seen as a negative approach to the service. He replied that he did support the service though with qualifications to counter over-optimism and highlight the need for marketing to secure an early take-up. He felt that many consignors could adopt positive attitudes to the service once they were made aware of its potential, the rates on offer and had evidence of reliability. However, the FTA could not be seen to be supporting one service in preference to others. Yannis Criticos gave reassurances on reliability, adding that there would be guarantees of space being available for hauliers in summer peaks. Asked how the new Baltic service had been performing, he said that after the May start a second vessel had been added in July. 90% load factors had been achieved on some days and usage patterns showed a high preference for accompanied lorries, rather than unaccompanied traffic.

Though the need for pre-publicity was recognised in promoting tourism, it was suggested that shop and information facilities on the ferry should include an office dealing with accommodation and providing leaflets and other information on tourist attractions for incoming visitors. The mainly daylight entries and exits under the bridges and along the outer Forth were seen as attractions in their own right which deserved publicity and would add to usage of the service. Asked again about job prospects, Councillor Christine May estimated that the service would create 300 direct jobs and around 1000 secondary jobs. On tourism, the question of the net impact of the service was raised - would it speed-up out-tourism to a greater extent than in-tourism? Brian Hay replied that, in the first instance, continued overall growth in tourism (especially between Scotland and the continent) would contribute to rising gross usage. On the net effect, he felt that the initial impact might be to encourage more out-tourism than in-tourism as Scottish residents sought to make use of the service. In the medium to longer-term, he anticipated a greater gain for inwards tourism - a gain which could be brought forward by effective marketing.



Gordon Brown, Henry McLeish and others on SUPERFAST Ferry at Rosyth, May 2001
Photo : Tom Hart

SUMMING-UP Tom Hart, Chair, STSG

After the conference, more people would be aware of a sector (shipping) which had often been the invisible sector in transport debates. The use of shipping was already showing substantial growth in both general and bulk freight and in a shift towards longer routes and new types of ferry. Cruise shipping had also shown a strong revival. The SUPERFAST concept had obvious potential to combine 'mini-cruise' attractions with freight and passenger movement between Scotland and the continent. Compared to the situation without a direct ferry, the projected crossing from Rosyth offered potential for additional jobs and earnings in Scotland, mainly indirectly and with gains rising over time. The service would also encourage the important 'short-break' and off-season sector in the tourism market.

Speakers had presented a 'can do' image and, despite Bob Armstrong's realistic notes of caution, it was significant that the proposed service had cross-party support and that the conference had been strongly in favour of completing the process to ensure a start of operations by late spring 2002. The remaining problems were political and economic. When arranging the conference, STSG had been confident that all political hurdles would have been overcome by 4 October. This had not proved to be the case; a decision on the Freight Facility Grant for the port was still outstanding yet, with the project already having an EU involvement, it was hard to see how state-aid rules were imposing delays in final decisions. He felt sure that the conference had filled a positive role in encouraging early and favourable decisions on this last piece of the jigsaw. This would leave the way open for a start to the infrastructure investments and marketing awareness campaigns needed to ensure a good start for the service by May 2002.

There were now increasing concerns about an overall downturn in the world economy and especially in tourism. Prior weaknesses in the world economy, the electronic sector and airline profitability had been aggravated by the events of 11 September in New York. Tourism was nose-diving and would take some time to revive. These circumstances could remove the 'growth' factor helping ferry usage yet the fact that the greatest difficulties had been in the transatlantic sector and in air tourism reduced potential damage to the prospects of the Rosyth-Zeebrugge service. Nevertheless, these events had made it even more important to up-rate the quantity and quality of early marketing for the service.

It was interesting that the conference had touched on the issues of the balance between accompanied and unaccompanied freight and between 'own car' tourists, hire car potential and classic foot passengers linking with public transport. Divided views on these matters had been expressed. Marketing studies and monitoring would confirm actual preferences based on the experience of operation and changing consumer/consignor attitudes. It was surprising that the euro had not been mentioned yet a UK move into the euro could offer advantages for 'in-tourism' and freight and to the Rosyth service in particular.

Lastly, appreciation was expressed to the speakers, to the hotel, to the other support staff and to the sponsors for contributing to a conference which had achieved an attendance record for the annual events traditionally associated with the STSG AGM!

THE SCOTTISH EXECUTIVE'S REVIEW OF STRATEGIC PLANNING

Contributed by W Graham U'ren, Director, RTPI in Scotland

The Scottish Executive's Consultation Paper on Strategic Planning was issued in June this year (see STR ISSUE 14 p11). It is ironic that Scotland, for so long regarded as the leader in strategic planning in the UK, should find itself the last of the devolved administrations to consider a form of National Spatial Framework and should find it necessary to review a retrograde situation for structure planning since the re-organisation of local government in 1996. The belief in a stronger strategic planning system is widely supported, however, from the Construction Industry Group of Lord Gus MacDonald's "Pathfinders to the Parliament" to the NGO and professional sectors in their response to the consultation in 1999 on "Land Use Planning Under a Scottish Parliament".

The proposals generally concern three tiers of planning - national, regional and local. For the purposes of this review, it is clear that the term 'region' applies to the level at which structure plans (now to be called Strategic Development Plans) are used. One of the discarded options within the consultation paper is a level of planning at a broader level than city region, e.g. the Central Belt. It is the "Scotland overview" document which is the most radical proposal in the paper. At pains to explain that this is not a "national plan" for Scotland, the Executive manages to leave the concept without a label. They seem reluctant to use similar terminology to that being used in Wales, Northern Ireland and on the continent. Nevertheless, if we were to refer to this overview as a National Spatial Framework for Scotland, there should be no difficulty in tailoring it specifically to Scottish needs.

In the first place, it is significant that a National Spatial Framework is being proposed which is not directly part of the statutory planning system. Though some might see an advantage either in requiring the Executive by statute to produce such a framework and review it at regular intervals, there are advantages to be gained from a non-statutory document. It would still require to be a statement of Executive policy. It could, however, be prepared effectively on a partnership basis with national public agencies and industry bodies and could be subject to scrutiny of parliament. Such an approach would bring consensus building and stronger transparency to a vision for what Jim Mackinnon has called "Scotland the Place". A second characteristic of this approach would be the stronger obligation of government departments and agencies to joined-up thinking in relation to spatial planning. The Executive's constant protestations of crosscutting action patently apply to its policy objectives for social justice and economic development but can hardly be said to apply to spatial planning. The engagement of all key agencies to the concept of spatial planning at a national level is essential.

A further issue for a National Spatial Framework is the scope of its content. While it may be difficult to set a precise agenda of transport, economic, community, environmental and resource use issues, it is essential that such a framework deals only with those issues which truly need to be dealt with at a national level. Not only does this protect the principle of subsidiarity but also allows greater focus of the precious attention of reluctant players in such an activity to a limited number of key issues.

The general purpose of a National Spatial Framework should also be regarded in modest terms, at least initially. In a long established political climate which, in the main, avoids explicit geographical differentiation in the allocation of resources, it would be wrong to expect a national framework to lead on radical new spatial prescriptions for Scotland. There is a tendency, however, to forget that spatial planning, as a discipline and a concept, can provide an enormous

service by simply creating a picture of what exists in spatial terms and how the relationships between existing discrete programmes may be viewed when seen in such an integrated context. With a National Spatial Framework, two further proposals in the paper become feasible, those of National Planning Policy Statements as successors to NPPGs, and of model planning policies for development plans.

With regard to the regions themselves, the Executive's proposal to confine Strategic Development Plans to city regions has been broadly welcomed. This immediately provides an important focus for such exercises as the parallel Review of Cities by the Executive. Local authorities in the more rural areas beyond the proposed city regions may be content to operate a form of unitary planning. The hottest debate, however, is likely to be over the boundaries of the city regions, not for any reason relating to the aims of spatial planning, but to the jealous safeguarding of their powers by local authorities such as Fife.

The consultation paper not only deals with new concepts of structure, it is concerned with greater effectiveness in the successor to structure plans. In this context it poses three significant questions:-

* How can joint committee arrangements be made more effective so that the future joint authorities within city regions will be at least as co-operative in partner consultation, preparation, monitoring and review of strategic development plans, as the present Glasgow and Clyde Valley Structure Plan Joint Committee?

* How can an effective strategic context be provided for single tier development plans outside the city regions, when it is unlikely that the National Spatial Framework will provide a context for issues which are anything other than of truly national importance?

* How can a form of public examination of Strategic Development Plans be introduced without the problem of the ministerial "owned" examination in public on the one hand or the litigiousness of public inquiry procedure on the other, especially if vulnerable to representations on human rights grounds?

These are questions to which there are no easy answers but they illustrate that a review of strategic planning cannot be carried out without a clear understanding of the relationship between strategic planning and local planning.

Some might argue the consultation paper should have been a comprehensive review of the planning system as a whole. An alternative view is that Scotland has done well to concentrate on reviews this year not only of strategic planning but also of quality in planning and design and of public involvement in planning. This emphasis on what our planning system seeks to achieve by way of underpinning the values of society and facilitating better outcomes is thought by many to be streets ahead of the Treasury driven English priority for a Green Paper which may review the philosophy of planning but will undoubtedly concentrate on measures to further streamline the process. With a better sense of direction in the first place, the door is open in Scotland for further, logical, reviews of planning which might achieve greater efficiency without setting the property industry and the environmental lobby into entrenched opposing positions.

ACCESS TO EMPLOYMENT: IS TRANSPORT A BARRIER TO WORK FOR UNEMPLOYED PEOPLE?

Prof. Ronald W. McQuaid TRI & Employment Research Institute, Napier University

Recent work at Napier University into the employability of unemployed people has found that transport is a major barrier to work. In sparsely populated Sutherland private transport is a serious concern with nearly two-thirds of those interviewed (65%) citing the cost and 54% citing access to private transport as a major barrier to work. In the small town of Wick the figures were much lower but still significant. Lack of public transport was a major barrier for 59% of those in Sutherland and 29% in Wick, while cost was a major barrier for 47% in Sutherland. Over half (51%) of Sutherland job seekers were prepared to travel over 25 miles each way to work (35% in Wick), suggesting that more innovative means of transport are essential to support job seekers in such rural areas.

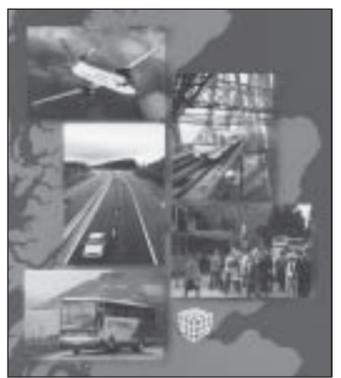
Barriers to work: Wick and Sutherland: SURVEY RESULTS				
	Cost of use of private transport	Lack of access to private transport	Lack of access to public transport	Cost of use of public transport
Wick	44%	44%	29%	22%
Sutherland	65%	54%	59%	47%
All	53%	48%	42%	30%

continued on p10

STAG: Scottish Transport Appraisal Guidance

Summary and Comments

This summary incorporates views expressed at the joint STSG/Scottish Forum for Transport and the Environment Seminar on STAG in Edinburgh City Chambers on 10 October 2001. This seminar included a presentation on STAG by John Stephens of Steer Davies Gleave and a personal view from Eric Guthrie, Head of Transportation, Aberdeenshire Council on local authority reactions to the consultation document. David Spaven, Chair of TRANSform Scotland also spoke on the need for STAG to be paralleled by other action to ensure effective delivery of rail and public transport elements within multi-modal transport corridor studies



STAG - A BRIEF GUIDE

STAG was published by the Scottish Executive on 30 July and was prepared with assistance from Steer Davies Gleave in association with SIAS and W S Atkins. It is a substantial loose-leaf report incorporating two volumes setting out common appraisal methods for transport projects and policies in Scotland. A 13 page summary of the proposals is also available from the Executive.

- VOL. 1 Ch 1 Introduction
- Chs 2-4 Process for developing Proposals
- Chs 5-10 Details of Recommended Elements in Appraisal
- Ch 11 Participation and Consultation
- Chs 12-14 Monitoring, Evaluation and References
- APPENDIX A National Data Sources
- B Modelling and Assessment Software
- C Useful Environment Contacts

- VOL. 2 Specification Applications of STAG
- This explains the main variations from previous types of appraisal and indicates new work likely to be required in preparing proposals affecting:-
 - Cycling, Walking and Safer Streets (CWSS)
 - Buses
 - Public Transport Fund Bids
 - Specific comments on Rail, Road, Ferry, Aviation, Integrated Transport Initiatives (referring to road pricing), Regional Transport Strategies and Multi-modal Corridor Studies.

The Draft Guidance applies with immediate effect to the Central Scotland Transport Corridor Studies, Edinburgh Road Pricing Proposals and Public Transport Fund bids for 2002.

Comments are invited in the light of experience in applying the draft. Suitable revisions within the loose-leaf format are planned for late 2002.

WHY STAG HAS APPEARED

STAG reflects the need for more consistent appraisal across the range of transport projects and policies being considered in Scotland. The application to policies as well as projects is significant. The approach builds on previous work in developing the New Appraisal to Methodology (NAM) for roads but seeks to cover the spectrum of transport objectives incorporated in local government policies and those of the Scottish Executive. In some cases, UK and EU objectives will also be relevant. STAG expands the three principles of the 1998 Transport White Papers - a strong economy, a clean environment and an inclusive society - into five priorities for the Environment, Safety, Economy, Integration and Accessibility. There is a call for clear statements of local government objectives and their linkage to actual transport proposals. Such objectives can vary from those of the Executive but, if funding from the Executive is being sought, it is expected that close attention will be given to the 'fit' of proposals with the 'five priorities'. Private developers will also find that a knowledge of STAG is important since it is likely to figure in the consideration of planning applications, planning agreements and conditions. The process is designed to encourage deeper analysis of the nature of problems, opportunities and the best ways forward.

IS TRANSPORT A BARRIER TO WORK FOR UNEMPLOYED PEOPLE? *continued from page 9*

In a similar study just completed in West Lothian, transport was also a major problem with 36% citing the cost of using private transport (reflecting lower distances and prices compared to the Highlands), and 57% citing access to private transport (reflecting lower car ownership) as major barriers to work. Some 62% of all respondents did not hold a driving licence, with the long-term unemployed (out of work for over 6 months) least likely to have a driving licence (68%) compared to the shorter term unemployed (52%). Public transport cost and access was still significant barrier for a third of the unemployed people. Only 6% of people were willing to travel more than 25 miles (4% in the case of long-term unemployed), reflecting the differing attitudes and access to jobs compared to the far north. In the City of Edinburgh, the data were restricted to those out of work for over a year (for whom transport is usually a greater barrier). Unsurprisingly lack of public transport was relatively rare (9%), but cost was still a major barrier although for fewer people than in the non-city studies (22%). However, access and cost of private transport is still a problem for around 40% of respondents.

Barriers to work: West Lothian and Edinburgh Survey Results				
	Cost of use of private transport	Lack of access to private transport	Lack of access to public transport	Cost of use of public transport
West Lothian	36%	57%	34%	32%
Edinburgh (unemployed over 1 year)	40%	44%	9%	22%

In general, access to and cost of both public transport and the cost of private transport is, a major barrier to unemployed people, especially in remoter rural areas and for those out of work longer.
 Based on reports by Colin Lindsay, Martin McCracken, Ronald McQuaid (TRI and ERI) on the Employability and the Unemployed by Employment Research Institute, Napier University for Edinburgh, Highlands and West Lothian Councils and CASE.

PROPOSED SUPERFAST FERRY SERVICE

The enlarged SUPERFAST total fleet also made it easier to arrange emergency cover should that prove necessary.

Vessels using Rosyth would have four vehicle decks with the facility for 2 full height decks for lorries. Maximum capacity would be 850 cars but this would reduce depending on the mix of cars and lorries. The maximum for full-height lorries was 140. Passenger capacity was 750, all with cabin berths. The proportion of foot passengers - i.e. travelling without vehicles - was not yet established but, for an extra, cost, bus links to Edinburgh or other railheads could be provided. Asked about the use of hire cars picked up in Scotland, Yannis said that experience of other routes suggested that use of hire cars would be small. Christine May added that the eventual aim was to have a rail link direct to the terminal area for both freight and passengers.



(From left) Alan Burns, Bob Armstrong, Councillor Christine May, Superfast Ferries Director Yannis Criticos, Mary McLaughlin of Scottish Enterprise, Chairman Port Authority of Bruges-Zeebrugge Joachim Coens, and Head of Research VisitScotland Dr Brian Hay.

Source : Courier, Dundee, 5 October

THE PORT of ROSYTH : MEETING THE NEEDS of a WORLDCLASS FERRY

The next speaker, Alan Burns, Port Manager at Forth Ports, described planned port arrangements for the service. Part of the former naval port and dockyard had now been operated commercially by Forth Ports since 1998. Timber, plasterboard and steel was being handled but there was enough space for a large rise in port use. There was an existing deep-water berth which required minor modification to handle large ferries. Off-shore dolphins were required to aid berthing but the main requirement was for a new link span, preferably on two levels, allowing vehicle loading and unloading. A new terminal building had also been designed and the 12 acre site would have separate provision for freight and passenger areas. There would be holding areas for 400 cars and around 150 lorry units. The link span had to cover a 5.5 metre tidal variable but that still left a 7.6 metre water depth at low tide. The total design would facilitate rapid loading and unloading while still meeting security specifications. It was hoped that the vehicle link-span could be built locally; passengers would use a high-level walkway. In addition to the Freight Facility Grant, Forth Ports would also be committing its own funds to the project. Zeebrugge was regarded as an excellent choice as the continental terminal since it had a good reputation and existing links with worldwide shipping services.

Forth Ports aspirations included moves to either two sailings per day to Zeebrugge or development of an additional direct route. Shipping stood to gain from its fuel efficiency (four times better than road and twice as efficient as rail) and wider contributions to the environment. However, work on the specific port facilities needed for the ferry could not be started until the freight facility grant was approved. A premature start would mean loss of entitlement to grant.

FREIGHT CUSTOMER EXPECTATIONS & LOGISTICAL REALITIES

Bob Armstrong, Regional Director, FTA, then dealt with the ferry scheme in terms of freight customer expectations and logistical realities. He stressed the free market and pro-competition views of FTA and referred to concerns at deep sea shipping cartels. However, he accepted that the Rosyth ferry would be operating in a competitive framework and welcomed it as an addition to Scotland's external transport links.

Yet he expressed reservations about the rate of take-up of the new service. Consignors and logistics suppliers had strong ties to existing arrangements; they needed a lot of convincing to move to a new service. Present users often had little say (or interest) in routing decisions, relying on sub-contractors to pick appropriate supply routes. Nevertheless, competition from foreign hauliers and pressures on labour

costs were forcing UK distribution companies to look to alternatives. Price remained a very important issue and there were still preferences for low prices rather than quick transit times.

The ferry also faced the problems of the triangular nature of Scottish-European trade. Direct exports were high but it was much harder to secure inward flows direct to Scotland. Many goods came first to England and were then reloaded for distribution to Scotland. Resistance to unaccompanied container and unit load transits was still high despite the theoretical logic of using longer-distance ferries to permit a significant transfer from accompanied to unaccompanied freight. Finally, Bob mentioned the problem of perceptions of unreliability - not just due to weather but also to fears that, in the busier summer period, lorry operators might find themselves squeezed out of ferry spaces by car demand. Account had also to be taken of the reality that competitors would respond to any direct services by taking measures to cut traffic abstraction.

Full copies of Bob Armstrong's talk are available - Apply to Brian Weddell, STSG Organiser, Redwood House, 66 Spylaw Road, Edinburgh EH10 5BR.

NEW OPPORTUNITIES & NEW MARKETS for TRAVEL AND TOURISM

The passenger market was covered by the last speaker, Dr Brian Hay, Head of Research, VisitScotland. Brian expressed his confidence that the service would start in 2002. There was more of a 'can do' attitude from those involved yet there was a risk that the starting time could slip to miss the best of the 2002 season.

He explained the market segmentation studies conducted by VisitScotland, noting the potential in the various European countries for visits to Scotland. Marketing was being geared to the specific interests of different countries and groups. Scenery and historic sites had a high value in promoting Scottish visits with the Highlands and Islands holding special attraction. Edinburgh and other cities formed an important urban market for in-tourism while 'golf' and other sports offered niche markets. Illustrating differences, Brian said that Germans seemed more interested in active and wilderness holidays rather than car touring whereas the French had a stronger attachment to the car. Marketing was also being adjusted to the reality that people were moving to shorter breaks and were influenced by ease of access and the quality of total packages. The average length of visits to Scotland had fallen from around 12 days in 1990 to just over 8 days now.

PROPOSED SUPERFAST FERRY SERVICE: ROSYTH - ZEEBRUGGE

Summary of STSG Conference

held in the Queensferry Lodge Hotel, North Queensferry on 4 October 2001 with sponsorship from Scottish Enterprise, Forth Ports and VisitScotland

The background to this conference was extensive research by Scottish Enterprise including an involvement in EU Programmes. This had culminated in the selection of SUPERFAST FERRIES as the preferred operator after an international competitive tender process and the demonstration visit by one of the new Superfast Ferries to Rosyth in May (see STR Issue 14). Given early political approval, the service is expected to operate from early summer 2002.



KEYNOTE SPEECH : THE SUPERFAST LINK - PROSPECTS and BENEFITS

Councillor Christine May, Leader of Fife Council, gave the initial presentation. She acknowledged the wide attendance at the conference and felt that this indicated the degree of interest in a new service which would benefit both Fife and Scotland. A special welcome was extended to conference delegates from Zeebrugge. She then explained the intensive analysis which had formed part of the preparation of plans for the service. This had included making the most of available grants to use the project as an important part of a shared strategy for the post-industrial development of Fife and wider Scottish opportunities. Fife had seen massive job losses with the rundown of both coal-mining and the defence complex at Rosyth but was well down the road towards creating an alternative employment structure. The public/private Rosyth 2000 group had been part of this process and had relaunched itself with Scottish Enterprise Fife and landowners with the specific aim of developing the 1000 acre site at Rosyth with good access to the Central Belt and other parts of Scotland. Rosyth had the special advantage of being the only deepwater east coast Scottish port with excellent shelter, access at all states of the tide and close proximity to the most populated part of Scotland. The direct shipping service to Zeebrugge (and, later, to other destinations) was a crucial part of this plan but it also included other proposals for improving the quality and reliability of road and rail access. These included a dualled A8000 link south from the Forth Road Bridge, a direct road access from Ferryton on the M90, a Rosyth Bypass, road improvements to, and at, the Kincardine Bridge and a restored rail link from Stirling to Dunfermline.

The entire project could be a great catalyst for Fife and for Scotland as a whole. Due to the complexity of state-aid issues involving the Scottish Executive, Westminster and the EU, the final stage in grants for port works required for the ferry had not yet been completed but she was confident of an early decision to take forward a schemes which had already gained a substantial private sector commitment from SUPERFAST.

DELIVERING a STRATEGIC and COMPETITIVE TRANSPORT CONNECTION FOR SCOTLAND

Mary McLaughlin, Head of Transport and Area Economic Development at Scottish Enterprise, then provided further detail on the research and business planning underpinning the proposed ferry. Scotland had substantial export markets in Europe, covering both electronics and more traditional exports, yet exporting via England was being hampered by road and rail congestion in the south. Rail freight was also affected by height restrictions making it difficult or impossible to handle the increasingly popular full height containers. Claire Conway had been involved as Project Manager with Scottish Enterprise, working on market surveys and seeking out quality operators. MORI had researched the passenger market with encouraging conclusions, notably for inwards tourism. There was a conviction that a direct ferry could gain a viable share of the freight and passenger market while offering additional net benefits to Scotland.

Analysis had shown that the minimum requirements for success had to include a fast and daily service. SUPERFAST had emerged from the competitive

process as preferred operator in September 2000 and had confirmed Zeebrugge as the selected continental port in June 2001. EU and Scottish Enterprise grants for the project had already been approved with the only item outstanding being a Freight Facility Grant for port improvement at Rosyth. As required under European rules, no direct operational assistance was involved. What was now essential was to move towards extensive marketing of the service to achieve a high level of initial usage rather than a more gradual build-up.

INTRODUCING THE NEW SUPERFAST SERVICE

Yannis Criticos, Director and Board Member of SUPERFAST FERRIES, outlined the history of the company and plans for the service. The company had been a leading innovator in providing fast, longer-distance ferries using conventional hulled ships. The first services were introduced between Italy and Greece in 1993, subsequently expanded and with Baltic services (Germany to Finland and Sweden) added from 2001. New ships were on order to provide the North Sea service to Rosyth in 2002. These were large ships with cabin accommodation for all passengers and a range of eating and entertainment facilities.

The service would leave Rosyth at 16.00 hrs, arriving Zeebrugge at 9.30 the next day. Reverse trips would leave Zeebrugge at 18.00 hrs, arriving Rosyth at 9.30 UK time (reflecting the time difference with Zeebrugge). Trip time would be 16.5 hours. Group fares had been published in September 2001 and individual fares would appear soon. By providing a reliable, direct and daily service, the fast ferry would also help to reduce the need for lorries to take the long trip south and would avoid potential motorway tolls in England. Yannis ended by presenting a video and emphasising the rapid change in the European ferry scene towards larger and longer-distance ferries.

DISCUSSION Yannis confirmed that his company was Greek-based and employed crews drawn from European countries. On the employment impact, it was felt that the main Scottish impact would come through port-related jobs and, particularly, from a greater range of jobs arising from wider impacts on the Scottish economy. Various contributors confirmed the need for strong marketing to ensure service awareness and also enhance opportunities for inwards traffic, including tourists. It was confirmed that grants for the service, under EU law, would be restricted to infrastructure and promotion. Questions were raised about MoD co-operation in relation to rail links and warehousing on properties still owned by MoD. However, there were complications due to MoD security requirements.

Asked about the projected reliability of the service, Yannis expected very few delays due to the size of the vessels involved and the sheltered approach to Rosyth. Bad weather could lead to some cuts in service speeds but there was a substantial margin in turnaround times. Delayed arrivals were unlikely to involve delayed departures. Conflicts with other vessels on the Firth of Forth were not expected to be a problem while the service terminated north of the most intensively used section of the English Channel at Dover.

MAIN FEATURES OF STAG

A two stage approach to proposals is introduced. A broader brush Stage 1 will be used to narrow schemes to those with reasonable prospects (but not guarantees) for funding after more detailed Stage 2 appraisal. Structures for appraisal are outlined with heavy stress on the importance of disciplined evaluation against possible alternatives, public involvement and the emergence of schemes capable of funding and delivery within stated time periods - normally not more than 20 years and with a preference for schemes giving good value in 5 to 10 years.

The appraisal process for the Environment and Safety contains few changes from previous practice - the main variation being explicit coverage of perceptions of security when using, or waiting for, transport rather than a concern restricted to reductions in the number and severity of accidents. On the Economy, standard cost benefit analysis of overall Transport Economic Efficiency (TEE) continues to be required but with the addition of separate assessment of Economic Location and Activity Impacts (EALIs) especially for areas within Scotland. The reason for this change is that overall economic assessments can conceal the specific impacts of transport projects and policies on particular areas and groups. Assessment of 'winners' and 'losers' is sought to ensure that proposals are in line with government objectives for assisting weaker area economies and promoting social inclusion. Integration and Accessibility are new areas for assessment though advice is given on the avoidance of double counting of benefits already covered in economic appraisal. There is advice on how to evaluate links between transport and land use policies within the framework of NPPG17 on Transport and Planning while there is discussion of work on accessibility baselines or thresholds against which the progress arising from a particular proposals could be measured. Examples are given of Appraisal Summary Tables (ASTs) and there is a recommendation that the five aspects of policy objectives should be rated on the following ranking:-

Major Benefit		Small Negative Impact
Moderate Benefit	No Impact	Moderate Negative Impact
Small Benefit		Major Negative Impact

REACTIONS AND RESPONSES

Local government has generally welcomed the greater consistency arising from STAG. It takes forward work already been done as part of Local Transport Strategies and previous Public Transport Fund bids. An effort has been made to adapt the advice for the differing circumstances within Scotland and the two-stage process could help to reduce abortive work by under-staffed local authority transport and planning teams on schemes never likely to gain approval. On balance, however, there is a feeling that the proposals will require extra work from local authorities, made more difficult in some instances by a lack of staff expertise as well as by the limited number of staff able to deal with transport in small authorities.

Additional work is bound to arise in relation to local economic impact assessments and securing data relevant for accessibility standards. Tensions between 'winners' and 'losers' can be expected though this may be eased by introducing a stronger regional dimension within transport. There was a need for more information on walking, cycling and severance issues in framing the balance of transport proposals. Local authorities had noted pleas for more consultation and participation but there had to be appreciation of the costs of such work. Attendance at consultation meetings was often disappointing while sample surveys of users could produce misleading results. Even so, better information on perceptions could help influence proposals to change such perceptions and widen public awareness of all the issues raised in STAG. The increased emphasis in STAG on monitoring and evaluation was welcomed.

Though STAG has gained plaudits for encouraging consistency and more rigorous analysis of the links between objectives, option evaluations and proposals, there have also been criticisms shading from the technical into more fundamental issues. Technically, there is a problem in reconciling the cost benefit analysis in Ch 8 (often a powerful factor in financial allocations) with alternative views of the weighting between the Scottish Executive's five priorities. Have these five to receive approximately equal weight in financial allocations after allowing for the issues of double-counting raised in STAG OR should there be open acceptance of the political likelihood that weightings

will vary within Scotland? - e.g. the Mallaig road up-grading, certain rail schemes and island air and ferry links rank poorly on TEE assessments yet can come out with a high political rating after examination of EALI and social inclusion criteria. More cynically, such criteria can be used to justify inherently political decisions. The rigour of STAG becomes an illusion.

Others, however, have taken the view that STAG can help reduce the dangers of a political pork-barrel and the retro-fit of projects to meet criteria. Even so, STAG's effectiveness may be weakened unless there is a clearer articulation of the Executive's own priorities in the allocation of funding and the setting of standards or targets. Rather than bids to Scottish-wide Public Transport and other funds, it could be more helpful to Stage 1 and Stage 2 STAG appraisals if the Executive gave indications of available public funds for transport and access proposals in, possibly, four differing areas of Scotland - East Central, West Central, the Southern (Rural) Belt and the Highlands and Islands. Alternatively, funds could be allocated by the four (or five) city regions and the remainder of Scotland. These points raise institutional and financial issues beyond the immediate scope of STAG yet are of considerable importance for the delivery of overall, area and group value in Scottish policies and programmes for transport and access.

Pushing this issue further, STAG raises two questions - firstly, how far is STAG intended to apply to transport franchising, longer term contracts (affecting air, rail, ferry and buses as well as roads) and public/private partnerships? - secondly, has sufficient attention been given to the relationship between STAG and alternative approaches to transport decisions which, in practice have often been influenced by narrower views of 'best value' in public finance and by the interests of commercial operators in a competitive environment. These questions suggest a need to examine options for restructure altering the former and present roles of Railtrack, the Strategic Rail Authority and other regulatory bodies. They also highlight the need for evaluation of both the costs and benefits of what could be intensive and time-consuming STAG appraisals compared to costs and benefits of frameworks allowing quicker decisions with commercial and consumer gains. At what point, does a proposal or commercial decision require to observe STAG procedures?

Expressing his views on 10 October, David Spaven - while welcoming STAG - drew attention to the need for other changes if the very poor record of delivering rail elements in corridor packages was to be improved. While major road schemes were still being promoted without the benefit of STAG - e.g. A1 dualling to Dunbar, the M77 Extension, the urban M74 and the Aberdeen Western Peripheral Road - institutional factors had produced chronic delays in the preparation and delivery of rail packages which could help ease corridor problems. These needed to be tackled as part of the process of taking STAG forward.

Finally, there is the issue of whether STAG is primarily a means of evaluating projects for contributions from Scottish Executive funding or an appraisal procedure to be used for transport proposals and transport schemes proceeding to public hearings or inquiry yet not necessarily requiring central funding. The former is presently the main emphasis yet STAG could be part of a different framework. This could combine a Scottish Executive strategic vision with more freedom, under Scottish appraisal guidelines, for operators and regional transport groupings in Scotland to fund, and take decisions on, transport and access issues in their areas. The present STAG document cannot be viewed in isolation from these wider issues.

In the coming months, local authorities and others will gain experience in applying STAG and in developing views on what adjustments may be desirable in the final guidelines and in possible changes in the institutional framework. The Scottish Executive will be holding a workshop on STAG early in 2002 and is hopeful that this will clarify those areas of STAG which are working well and those which may require some adjustment. Comments should be sent to:-

Alan Clark, Scottish Executive: Development Department,
Transport Division 1, Network Planning Branch,
Area 2D, Victoria Quay, EDINBURGH EH6 6QQ
0131 244 7223 fax 0131 244 7281
e-mail stag@scotland.gsi.gov.uk

Since August, the local press has been full of argument and counter argument on the bus situation in and around Edinburgh. This commentary examines the factual position and speculates on possible outcomes. Account is taken of views expressed by Neil Renilson and Gordon Dewar, the respective General Managers of Lothian Buses and FirstEdinburgh.



Source : Evening News, 15 August First Edinburgh and Lothian Buses

These changes were intensified by the middle of 2000 (see STR Issues 10 & 11) with Lothian Buses and First Edinburgh increasing competition on principal routes to outer destinations and within Edinburgh. More briefly, First Edinburgh also ran services competing with Fife Scottish services across the Forth Road Bridge but soon switched attention to better prospects within Edinburgh by marketing revised and expanded Overground routes. Lothian Buses continued to expand direct competition with FirstEdinburgh's longer routes beyond the city, especially into parts of East Lothian and Midlothian. Lothian Buses Ridacard and other fare innovations allowed it to retain the dominant position in Edinburgh while the success of bus lanes on existing roads was making it less likely that FirstGroup's shortlisting as preferred bidder for construction of the CERT West Edinburgh Busway would reach fruition.

The 2001 Position

The collapse of CERT and continued pressure on the profitability of First Edinburgh led to a change in FirstEdinburgh strategy which became apparent in mid 2001. Faced with difficulties on more rural routes and seeing the greatest prospect for growth within Edinburgh itself, First Edinburgh has intensified direct

competition with Lothian Buses on busy city routes since August - including new services to Ocean Terminal, the Gyle, Heriot-Watt campus and on the direct north-south route linking Morningside and Granton. Unlike Lothian Buses, FirstEdinburgh does not provide evening or Sunday services on the routes on which it is competing with Lothian Buses at other times. In November, another competing service was introduced by FirstEdinburgh on the No 11 route to Newhaven. In August, First Edinburgh introduced a £1 maximum fare available for all-day use on competing routes - substantially undercutting Lothian Buses fares (which rise to 80p per trip after relatively short distances) and also under-cutting the Lothian £1.50 off-peak day ticket and £2.20 all-day ticket. Lothian Buses responded with:-

- frequency enhancements and timetable changes on busier routes
- withdrawals, adjustments and contractions in other routes supported by internal cross-subsidy (and often providing social direct links between suburbs avoiding the need to travel via the city centre).

The Background

Until two years ago, bus services in and around Edinburgh were relatively stable despite the efforts of 1980s bus deregulation to introduce more competition and innovation. Publicly-owned Lothian Buses handled traffic within the city area while SMT/Eastern Scottish (now First Edinburgh and part of FirstGroup) handled traffic in the outer parts of the city region and between these areas and the city. Following management changes, Lothian Buses began to see new opportunities for improved marketing (with new day fares), vehicle updates and extensions to serve the busier corridors to and from outer areas. Within the city, the Bus Greenways being promoted by the City Council also helped to reduce bus costs, cut trip times relative to car use and improve revenue.

From First Edinburgh Leaflet on Fares and Routes

LOW FARES • LOW FARES • LOW FARES

Where are you going on your **FirstDay**®

The unlimited travel day ticket for **£1 Adult**

AVAILABLE ON YOUR **LOW FARES BUS**

First Edinburgh

*Full details overleaf

LOW FARES • LOW FARES • LOW FARES

Unlimited travel* all day for only:

Adult	Y. Persons 16-21	Child	Concession
£1	80p	50p	50p

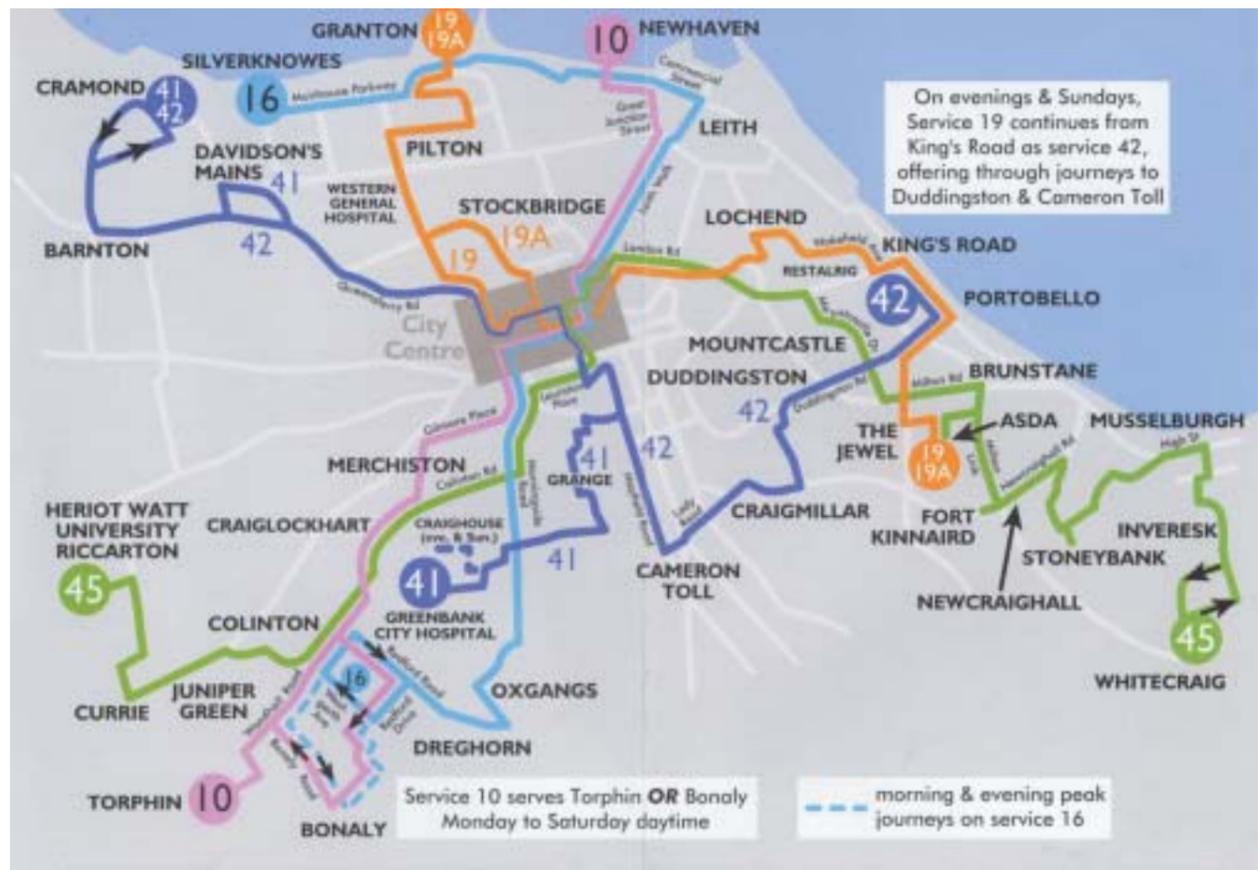
Monday August 13th 2002 is the **FirstDay** of the exciting new all day travel ticket from First Edinburgh. Simply take **FirstDay** from your driver and you're free to travel all day on First Edinburgh buses anywhere within the CityWide Zone (above), right through until midnight. Ideal for travelling to work, the shops, leisure, and then going out in the evening too.

The **FirstDay** is always the best!

*Applies to CityWide Zone only. LEARNTOLETG@

First Edinburgh

For all local bus enquiries call Busline: 0131 663 9233



Map of Lothian Buses Route Revisions introduced on 14 October

To date, Lothian has not adjusted fares but has introduced new smart tickets which are not yet compatible with systems sought by FirstEdinburgh to minimise fraud and secure reasonable levels of income from shared ticketing. The result has been the imminent collapse of former arrangements for joint ticketing in the evenings. Lothian Buses has also pointed out that the urban fares being applied by FirstEdinburgh are much lower than the fares applied in FirstGroup dominated cities such as Glasgow and Aberdeen. The First Edinburgh view is that low fares are allowing it to increase market share (from a low base) in Edinburgh and are stimulating an expansion of the total city use of public transport, encouraging shifts away from car use and providing lower fares for those on low incomes close to busy bus routes and previously paying a 'tax' via the higher local fares needed to support internal cross-subsidy and existing profit margins. The FirstGroup intention is to use Ryanair type low fares to support market growth and sustainable profits in a competitive environment.

Data on the total impact on bus mileage remains confusing with differing claims being advanced. FirstEdinburgh reports a 4% rise in its bus mileage since early last year but with all of this being in the West Lothian area. However, mileage in the Edinburgh area has been restructured to gain market share on busier routes. The further changes applied in November will involve a rise in mileage. Including Lothian Buses, total bus miles in Edinburgh have risen substantially. Competing corridors - notably Leith Walk - have many more buses per hour than a year ago. Neither this increase in city bus miles nor a universal application of low fares across the city are commercially sustainable in the medium term. What is now awaited is the report from the Office of Fair Trading, following a request from Lothian Buses, to determine whether there has been abuse of competition through predatory action by dominant operators. Yet it is not evident who is dominant. Within Edinburgh, Lothian Buses is, and has been, the dominant operator but, in a wider context, Lothian Buses is much smaller than FirstGroup as a whole. A report from OFT is expected in 2002.

Speculative Outcomes

It seems likely that neither of the two operators can be happy with the present position. Under deregulation and the 1998 Competition Act, both are entitled - indeed encouraged - to compete on non-predatory terms and to reduce former levels of internal cross-subsidy (with local authorities providing direct support for loss-making services deemed socially essential). In practice, the law still discourages collaboration on joint ticketing and joint services. At the same time, much of the debate on integration and the policy principles developed since the Transport White Papers of 1998 has encouraged a more regulated approach - especially in relation to local transport and effective backing for social justice and shifts away from car use. The contents of the Transport(Scotland) Act 2001 and subsequent regulations involve significant tensions with the remit of the Office of Fair Trading. The main outcome of the present Edinburgh situation may well be a more urgent look at these tensions with a shift in the legal balance to more favourable views of collaboration and regulation. This can be done in ways still taking advantage of the use of competition to assist a much-needed expansion in public transport's share of urban travel. One early result could be activation of the powers to ensure that **timetable changes in local public transport are made at fixed points in the year** - possibly quarterly or half-yearly.

The Scottish Executive moved in this direction in late October. New regulations under the Transport (Scotland) Act now require 10 weeks notice of service changes. This would have prevented the irritation and confusion of recent excessive change in routes. A case can be made for adding the same rules to **fare changes** while adjusting the award of **Bus Fuel Duty Rebate** to operators complying with requirements for simplified fare structures and fully integrated fares. More fundamentally, the Edinburgh situation has increased political pressure for earlier moves to **quality bus contracts** with bidders competing for the right to operated specified services within an integrated fares structure. This would, of course, expose Lothian Buses to competing bids for routes or groups of routes. Competing fairly for contracts would replace present on-route competition. FirstEdinburgh could be expected to be active in such competition unless restricted by a possible adverse report from the Office of Fair Trading.

LATE NEWS * LATE NEWS

First Edinburgh raised the all day adult fares from £1.00 to £1.50 on 12 November. Child Day fares rose from 50p to £1.20